

West Piedmont (PDC 12) Coordinated Human Service Mobility Plan

Counties: Franklin, Henry, Patrick,
and Pittsylvania

Cities: Danville and Martinsville

June 2008

prepared for

Virginia Department of Rail and Public Transportation

prepared by

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and

KFH Group



**West Piedmont (PDC 12)
Coordinated Human Service Mobility Plan
June 2008**

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I. Executive Summary

This Coordinated Human Service Mobility (CHSM) Plan is prepared in response to the coordinated planning requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, P.L. 109-59), set forth in three sections of the Act: Section 5316-Job Access and Reverse Commute (JARC), Section 5317-New Freedom Program, and Section 5310-Elderly Individuals and Individuals with Disabilities Program. The coordinated plan establishes the construct for a unified comprehensive strategy for transportation service delivery in the West Piedmont Planning District Commission (PDC 12) region that is focused on unmet transportation needs of seniors, persons with disabilities and individuals of low income.

This CHSM Plan details the coordinated transportation planning process for PDC 12, and includes the following four required elements:

1. An assessment of available services identifying current providers (public and private).

Information on available transportation services and resources in PDC 12 is included in Section VI.

2. An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes – this assessment can be based on the experiences and perceptions of the planning partners or on data collection efforts and gaps in service.

For PDC 12, analysis of demographic and potential destinations is included in Section V, and assessment of unmet transportation needs and gaps is contained in Section VII.

3. Strategies and/or activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery.

The 11 strategies identified during the planning process are located in Section VIII.

4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

The prioritized strategies and projects for implementation for PDC 12 are included in Section IX.

Approach to the CHSM Plan

Ultimately, the CHSM Plan must:

- Serve as a comprehensive, unified plan that promotes community mobility for seniors, persons with disabilities, and persons of low income;
- Establish priorities to incrementally improve mobility for the target populations; and
- Develop a process to identify partners interested, willing, and able to promote community mobility for the target populations.

To achieve these goals, the planning process involved:

- Quantitative analyses to identify resources, needs, and potential partners;
- Qualitative activities including public meetings with major agencies and organizations funding human services, with representative direct service providers, and with consumers representing the target group constituencies; and
- An inventory of available public transit services, undertaken to provide initial informational tools to the target populations and their representatives.

In addition, this plan includes information on an ongoing structure for leading CHSM Plan updates and facilitating coordination activities in the region.

II. Introduction

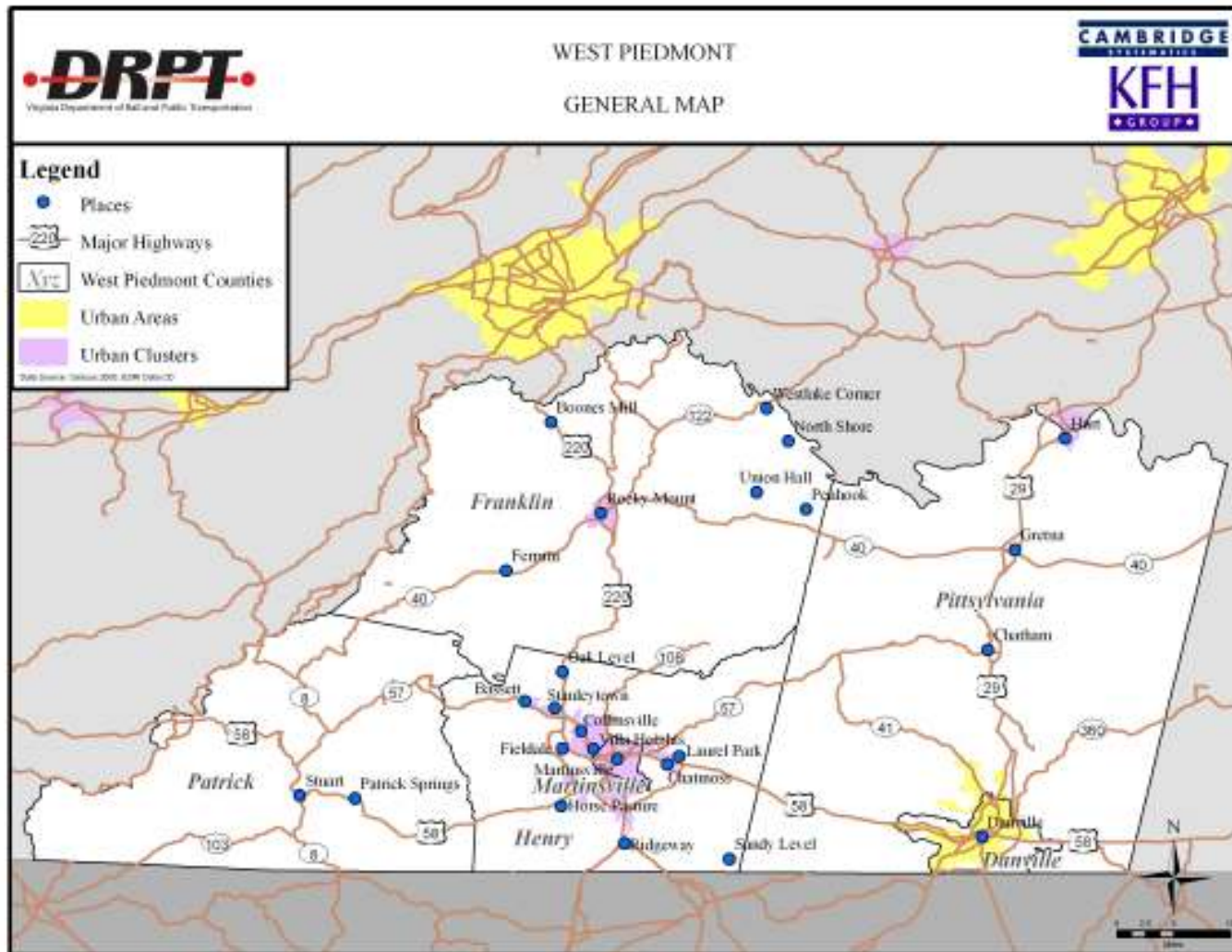
The Federal legislation that provides funding for transit projects and services includes new coordinated planning requirements for the Federal Transit Administration's (FTA) Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (JARC), and Section 5317 (New Freedom) Programs. To meet these new requirements, the Virginia Department of Rail and Public Transportation (DRPT) undertook the development of CHSM Plans for rural and small urban areas of the Commonwealth. While these plans focus on the elements of the FTA coordinated planning requirements, as suggested by the title, these plans also take a broad view of the mobility issues faced daily by older adults, people with disabilities, and people with lower incomes in Virginia.

The CHSM Plans are organized geographically around 21 Planning District Commissions (PDCs) throughout the Commonwealth. The PDCs have been chartered by the local governments of each planning district under the Regional Cooperation Act to conduct planning activities on a regional scale.

This CHSM Plan is for the West Piedmont PDC (PDC 12). Shown in Figure 1, PDC 12 is located along the southern border of the Commonwealth, and includes Franklin, Henry, Patrick, and Pittsylvania Counties and the Cities of Danville and Martinsville. Aside from Danville, Martinsville, and Rocky Mount, PDC 12 is rural in nature with scattered populations and dispersed destinations, presenting distinct transportation needs for older adults, people with disabilities, and people with lower incomes. PDC 12 includes the Danville Urbanized Area, and PDC 12 provides staffing for the Danville Metropolitan Planning Organization (MPO) that serves Danville City and Pittsylvania County.

The plan development featured continuous input from local stakeholders. A series of workshops was conducted to gather input on unmet transportation needs and issues, and to reach consensus on specific strategies to address the mobility needs of older adults, people with disabilities, and people with lower incomes in the region. More information on outreach activities is included in Section IV.

Figure 1. Geography of West Piedmont (PDC 12)



III. Background

In August 2005, the President signed into law SAFETEA-LU, legislation that provides funding for highway and transit programs. SAFETEA-LU includes new planning requirements for the FTA's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (JARC), and Section 5317 (New Freedom) Programs, requiring that projects funded through these programs "must be derived from a locally developed, coordinated public transit-human services transportation plan."

In March 2006, the FTA issued proposed circulars with interim guidance for Federal FY 2007 funding through the Section 5310, JARC, and New Freedom Programs, including the coordinated planning requirements. Circulars with final guidance were issued on March 29, 2007, with an effective date of May 1, 2007. The final guidance noted that all grant funds obligated in Federal FY 2008 and beyond must be in full compliance with the requirements of these circulars and the coordinated plan requirement¹. As the designated lead agency and recipient of Federal transit funds in Virginia—including the Section 5310, JARC, and New Freedom Funds—DRPT led the development of CHSM Plans for rural and small urban areas to meet these new Federal requirements.

3.1 Coordinated Plan Elements

FTA guidance defines a coordinated public transit-human service transportation plan as one that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. In total, there are four required plan elements:

- An assessment of available services that identifies current providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes;

¹ The final guidance from FTA on the coordinated planning requirements for the Section 5310, JARC, and New Freedom Programs can be found in the Appendix A.

- Strategies, activities, and/or projects to address the identified gaps and achieve efficiencies in service delivery; and
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

3.2 Funding Program Descriptions

Section 5310 (Elderly Individuals and Individuals with Disabilities)

The Federal grant funds awarded under the Section 5310 program provide financial assistance for purchasing capital equipment to be used to transport the elderly and persons with disabilities. Private non-profit corporations are eligible to receive these grant funds. The Section 5310 grant provides 80% of the cost of the equipment purchased, with the remaining 20% provided by the applicant organization. The 20% must be provided in cash by the applicant organization, and some non-transportation Federal sources may be used as matching funds.

Federal Section 5310 funds are apportioned annually by a formula that is based on the number of elderly persons and persons with disabilities in each State. DRPT is the designated recipient for Section 5310 funds in Virginia.

Section 5316 (JARC)

The JARC Program provides funding for developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. DRPT is the designated recipient for JARC funds in areas of the Commonwealth with populations under 200,000 persons. Projects are eligible to receive funding for both capital (80/20 match) and operating (50/50 match) costs.

From its inception in Federal FY 1999, the JARC program funds were allocated to States through a discretionary process. The SAFETEA-LU legislation changed the allocation mechanism to a formula based on the number of low-income individuals in each State. The legislation also specifies, through this formula mechanism, that 20% of JARC funds allocated to Virginia must go to areas with populations under 200,000.

Mobility management projects are eligible for funding through the JARC Program, and are considered an eligible capital cost. Therefore, the Federal share of eligible project costs is 80% (as opposed to 50% for operating projects). Additional information on potential mobility management projects is included in Appendix B.

Section 5317 (New Freedom Program)

The New Freedom Program provides funding for capital and operating expenses designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. Projects funded through the New Freedom Program must be both new and go beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

New service has been identified by FTA as any service or activity not operational prior to August 10, 2005 and one without an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Plan (STIP).

Similar to the JARC Program, DRPT is the designated recipient for New Freedom funds in areas of the State with populations under 200,000 persons. Similar to JARC, a total of 20% of New Freedom funds are allocated to these areas. Projects are eligible for funding for both capital (80/20 match) and operating (50/50 match) costs. Also, like JARC, mobility management projects are eligible for funding and are considered an eligible capital expense.

An overview of these FTA Programs is included in Table 1.

Table 1. Program Information

FTA Program	Match Ratios
S. 5310 – Elderly and Disabled	<u>Capital Only:</u> 80% Federal 20% Local
S. 5316 – JARC	<u>Capital:</u> 80% Federal 20% Local <u>Operating:</u> 50% Federal 50% Local
S. 5317 – New Freedom	<u>Capital:</u> 80% Federal 20% Local <u>Operating:</u> 50% Federal 50% Local

Matching Funds for Section 5310, JARC, and New Freedom Programs

FTA guidance notes that matching share requirements are flexible to encourage coordination with other Federal programs. The required local match may be derived from other non-Department of Transportation Federal programs. Examples of these programs that are potential sources of local match include employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF).

More information on these programs is available in Appendix C, and on the United We Ride Website at <http://www.unitedweride.gov>. United We Ride is the Federal initiative to improve the coordination of human services transportation.

3.3 Coordination of Public Transit and Human Service Transportation in PDC 12

As part of its outreach efforts in the coordinated transportation planning process, DRPT hosted a series of regional workshops in each PDC. Details regarding the outreach efforts in PDC 12 are outlined in the next section. The initial workshop included a discussion of current and potential efforts to improve coordination of public transit and human services transportation. Participants also discussed ways to improve mobility options for older adults, people with disabilities, and people with low incomes. This general discussion highlighted various functions to improve coordination of services:

- Goals of Coordination:
 - More cost-effective service delivery
 - Increased capacity to serve unmet needs
 - Improved quality of service
 - Services which are more easily understood and accessed by riders
- Benefits of Coordination:
 - Gain economies of scale
 - Reduce duplication and increase efficiency
 - Expand service hours and area
 - Improve the quality of service
- Key Factors for Successful Coordination:
 - Leadership – Advocacy and support, instituting mechanisms for coordination
 - Participation – Bringing the right State, regional, and local stakeholders to the table
 - Continuity – Structure to assure an ongoing forum; leadership to keep the effort focused, and able to respond to ever-changing needs

IV. Outreach Efforts

FTA guidance notes that States and communities may approach the development of a coordinated plan in different ways. Potential approaches suggested by FTA include community planning sessions, focus groups, and surveys. DRPT took a broad approach that would help ensure the participation of key stakeholders at the local level throughout the development of this plan. It included the development of an extensive mailing list, a series of local workshops, and numerous opportunities for input and comments on unmet transportation needs and potential strategies and projects to improve mobility in the region.

4.1 Invitations to Participate in Plan Development

The development of the invitation list for all potential regional workshop attendees capitalized on the established State Interagency Transportation Council, which includes the Departments of/for Rail and Public Transportation; Rehabilitative Services; the Aging; the Blind and Vision Impaired; Medical Assistance Services; Mental Health, Mental Retardation and Substance Abuse Services; Social Services; and Health; as well as the Office of Community Integration (Olmstead Initiative) and the Virginia Board for People with Disabilities. Representatives of each agency were asked to attend at least one of the regional CHSM planning workshops, and to inform and invite other interested staff from their agency or agencies with whom they contract or work. In addition, special contacts by DRPT were made with each PDC Executive Director regarding the need for PDC participation, leadership, and involvement in the regional CHSM workshops. A presentation was also made during a conference of PDC staff to obtain input on the CHSM workshops and encourage involvement by the PDCs.

Key stakeholders throughout the Commonwealth also received digital invitations from Matthew Tucker, Director of DRPT. The invitation was forwarded to the Executive Director of all primary agencies responsible for providing or arranging human service transportation, and any entity that has previously participated in the Section 5310 Program.

Overall, eight broad categories of agencies received invitations (total number of agencies per category in the Commonwealth included in parentheses):

- Community Services Boards (CSBs) and Behavioral Health Authorities (BHAs). These boards provide or arrange for mental health, mental retardation, and substance abuse services within each locality. (40 total)
- Employment Support Organizations (ESOs). These organizations provide employment services for persons with disabilities within localities around the State. (48 total)
- Area Agencies on Aging (AAAs). These organizations offer a variety of community-based and in-home services to older adults, including senior centers, congregate meals, adult day care services, home health services, and Meals-on-Wheels. (22 total)
- Public Transit Providers. These include publicly or privately owned operators that provide transportation services to the general public on a regular and continuing basis. They have clearly published routes and schedules, and have vehicles marked in a manner that denotes availability for public transportation service. (50 total)
- Disability Services Boards. These boards provide information and resource referrals to local governments regarding the Americans with Disabilities Act (ADA), and develop and make available an assessment of local needs and priorities of people with physical and sensory disabilities. (41 total)
- Centers for Independent Living (CILs). These organizations serve as educational/resource centers for persons with disabilities. (16 total)
- Brain Injury Programs that serve as clubhouses and day programs for persons with brain injuries. (12 total)
- Other appropriate associations and organizations, including Alzheimer's Chapters, AARP, and the VA Association of Community Services Boards (VACSB).

4.2 Regional Workshops

DRPT conducted an initial round of regional workshops throughout Virginia, and representatives of PDC 12 participated in the Blacksburg workshop on May 15, 2007. This workshop included an overview of the new Federal requirements and Virginia's approach, information on the

Section 5310, JARC, and New Freedom Programs, and a presentation of the Census-based demographic data for the region.

The workshop also included the opportunity to gain input from participants on unmet transportation needs and gaps. The majority of time in the workshop was dedicated to obtaining input on the local transportation needs of older adults, people with disabilities, and people with lower incomes, and on available transportation resources.

Participants from the West Piedmont PDC were invited to a subsequent workshop, held in Martinsville on November 28, 2007. This workshop focused on potential strategies and projects to meet the needs identified in this plan, and the priorities for implementation. Participants provided comments on the proposed strategies, and approved the ones included in Section VIII.

A third workshop for PDC 12 was held in Martinsville, VA on May 28, 2008. This workshop included a review of the April 2008 CHSM Plan and final agreement on the components of this June 2008 version. The coordinated planning participants also provided a more formal endorsement of the CHSM Plan that is detailed in Section X. The workshop also featured an announcement from DRPT regarding the next application cycle.

A full listing of workshop participants is included in Appendix D.

4.3 Opportunities to Comment on Plan

In addition to the comments obtained during the regional workshops, local stakeholders received preliminary portions of this plan to review, as well as draft versions of the entire plan. Their comments were incorporated into this CHSM Plan.

V. Demographics and Potential Destinations

To provide an informational framework for PDC 12's CHSM plan, data on three potentially transit dependent populations, autoless households, and potential destinations were collected and analyzed using Geographic Information Systems (GIS) and other data analysis tools.

5.1 Methodology

The process of assessing transportation needs was a multi-part effort that involved reviewing and summarizing the demographic characteristics of the PDC and the potential destinations, which reflect potential travel patterns of residents. To evaluate transportation needs specific to each population group, Census 2000 data for persons over age 60, persons with disabilities age five and older, persons living below the poverty level, and autoless households were mapped. Autoless households are a helpful indicator of areas that are more likely to need transportation options because residents do not have access to a personal vehicle or cannot drive for various reasons.

The underlying data, at the block group level, for the potentially transit dependent populations and autoless households are included in Appendix E. Mapping the geographic distribution of each population helped to visualize the analysis of high, medium, and low levels of transportation need throughout the region. Numbers for these four population segments were then combined into aggregate measures of transportation need, and evaluated by both density and percentage of potentially transit dependent persons. This population profile was used to identify areas of the PDC that have either high densities of persons in need of transportation services or high percentages of the population with such needs. General population density was also mapped to compare the PDC's areas of high density with areas of high numbers of potentially transit dependent persons, portrayed in the maps for each population segment.

The results of the process are summarized in this section, and are intended to help identify major factors in the coordinated transportation planning process: 1) those geographic areas of the PDC that have high relative transportation needs, and whether these areas are served by existing transportation services; and 2) the potential destinations that older adults,

people with disabilities, and people with lower incomes need transportation to access.

5.2 Demographics

Population Density

Population density is an important indicator of how rural or urban an area is, which in turn affects the types of transportation that may be most viable. Fixed-route transit is typically more practical and successful in areas with 1000-2000 or more persons per square mile, while specialized transportation services are usually a better fit for rural areas with less population density.

As shown in Figure 2:

- The vast majority of the region has a low-density population, with only a few areas with a population of over 500 people per square mile.
- Martinsville and Danville are the only cities that have block groups with more than 2,000 persons per square mile.
- These cities, along with Rocky Mount and Stuart, also have population densities in the medium and low range, between 500 and 2,000 persons per square mile.

Number of Older Adults, People with Disabilities, and People with Lower Incomes

The numbers of older adults, people with disabilities, and people with lower incomes were mapped in Figures 3, 4, and 5, respectively. While these Figures are helpful indicators of the physical distribution of these population segments, it is important to remember that these numbers cover large areas; therefore, density or a lack thereof will be important in considering the types of transportation that can best serve these populations.

As shown in Figure 3:

- Aside from small areas in Martinsville, Laurel Park, and Danville that are in the low range, the rest of West Piedmont's block groups are in the medium and high ranges with at least 100 older adults.

- The majority of the PDC area has a high number of older adults per census block group.
- Patches in southern Patrick and Franklin Counties, central Henry and Pittsylvania Counties, and Martinsville and Danville are in the medium range, with 100-200 older adults per block group.

As shown in Figure 4:

- Sandy Level, Stanleytown, Collinsville, Hurt, Gretna, and Danville are among the areas that have a high number of persons with disabilities.
- Areas with a medium number (100-200) of people with disabilities per block group are spread throughout the region, including Boones Mill, Rocky Mount, Ferrum, Westlake Corner, North Shore, Horsepasture, Ridgeway, and Patrick Springs.
- Significant portions of each county have block groups in the low range with less than 100 individuals with disabilities.

As shown in Figure 5:

- West and south of Rocky Mount, Hurt, Gretna, Chatham, Danville, Stanleytown, Patrick Springs, and Martinsville are areas with a high number of persons below poverty.
- Large areas throughout the PDC have block groups in the medium range, including Ferrum, Boones Mill, Union Hall, Penhook, and Sandy Level.
- Franklin County, northwestern and central Pittsylvania County, Danville, central Henry County, and southeastern Patrick County have less than 100 persons below poverty per block group.

Autoless Households

Persons who have limited access to or ability to use a car rely on other transportation options, including public transit services operated in the region and on human service organization-provided transportation that is generally restricted to agency clients.

As shown in Figure 6:

- Hurt, Chatham, Danville, Bassett, Stanleytown, Collinsville, and Martinsville, and the northwest corner of Henry County are the only places that have block groups with more than 100 autoless households.
- Western Patrick County and sections throughout the rest of the region have 50-100 autoless households per block group.
- Much of the PDC including eastern Franklin and Patrick Counties, central Pittsylvania County, and northeastern Henry County has less than 50 autoless households per block group.

Ranked Density and Percentage

As described earlier, the numbers of older adults, persons with disabilities, persons below poverty, and autoless households were combined into an aggregate measure for transportation need. Because an individual may belong to more than one of the key population segments, the absolute numbers of these populations could not simply be added together to obtain a total number of transportation dependent persons. To minimize counting such individuals multiple times when considering all the population segments together, each population segment was ranked. Then all the rankings were summarized to ascertain the block groups' overall ranking for potentially transit dependent persons. This overall ranking was first done by density, which helps identify areas with high concentrations of persons who are likely to have transportation needs.

As shown in Figure 7:

- The highest concentrations of potentially transit dependent persons are in Stuart, Martinsville, Collinsville, Rocky Mount, and Danville.
- The next highest ranking block groups are located directly outside these towns, as well as in Patrick Springs, Horsepasture, Ridgeway, Bassett, Laurel Park, Chatham, Gretna, and Hurt.
- The majorities of Patrick, Franklin, and Pittsylvania Counties are in the low range for relative transit need based on ranked density.

The block groups were also ranked overall by percentage. Unlike the density ranking that portrays the concentration of transportation dependent persons, the percentage ranking captures the proportion of people within a block group that likely has transportation needs. The percentage ranking indicates that there are potentially transit dependent persons throughout the region that may not live in dense clusters.

As shown in Figure 8:

- The results of this ranking show a greater distribution of block groups in the high range, especially in western Patrick County, central and northeastern Pittsylvania County, Danville, Sandy Level, Martinsville, and Rocky Mount.
- Large portions of Patrick, Henry, and Pittsylvania Counties have block groups with medium relative transit need based on ranked percentage, as do the central strip of Franklin County, Martinsville, and Danville.
- Eastern sections of the region have relatively low proportions of transit dependent persons.

Figure 2. Population Density

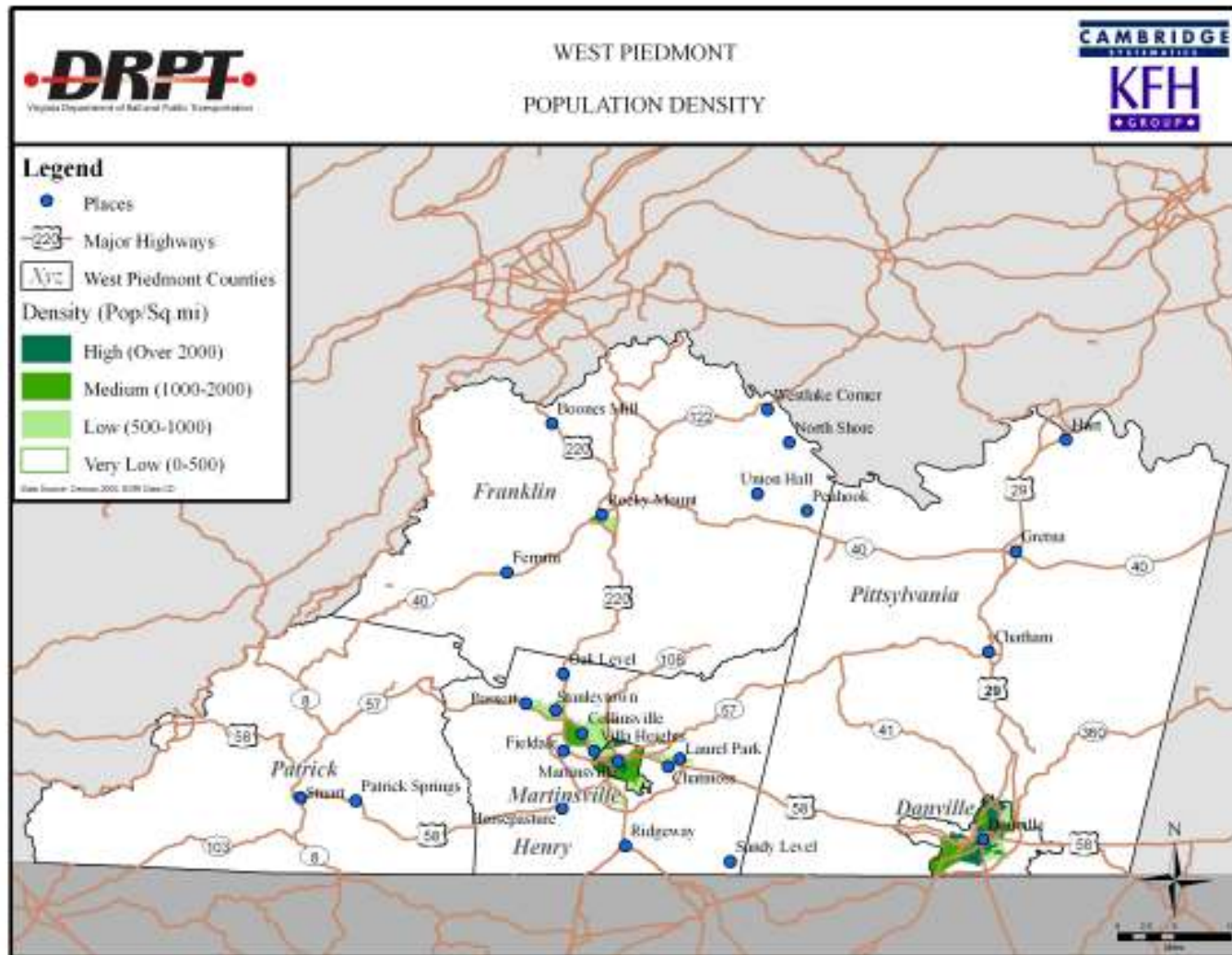


Figure 3. Persons Age 60 and Older Per Census Block Group

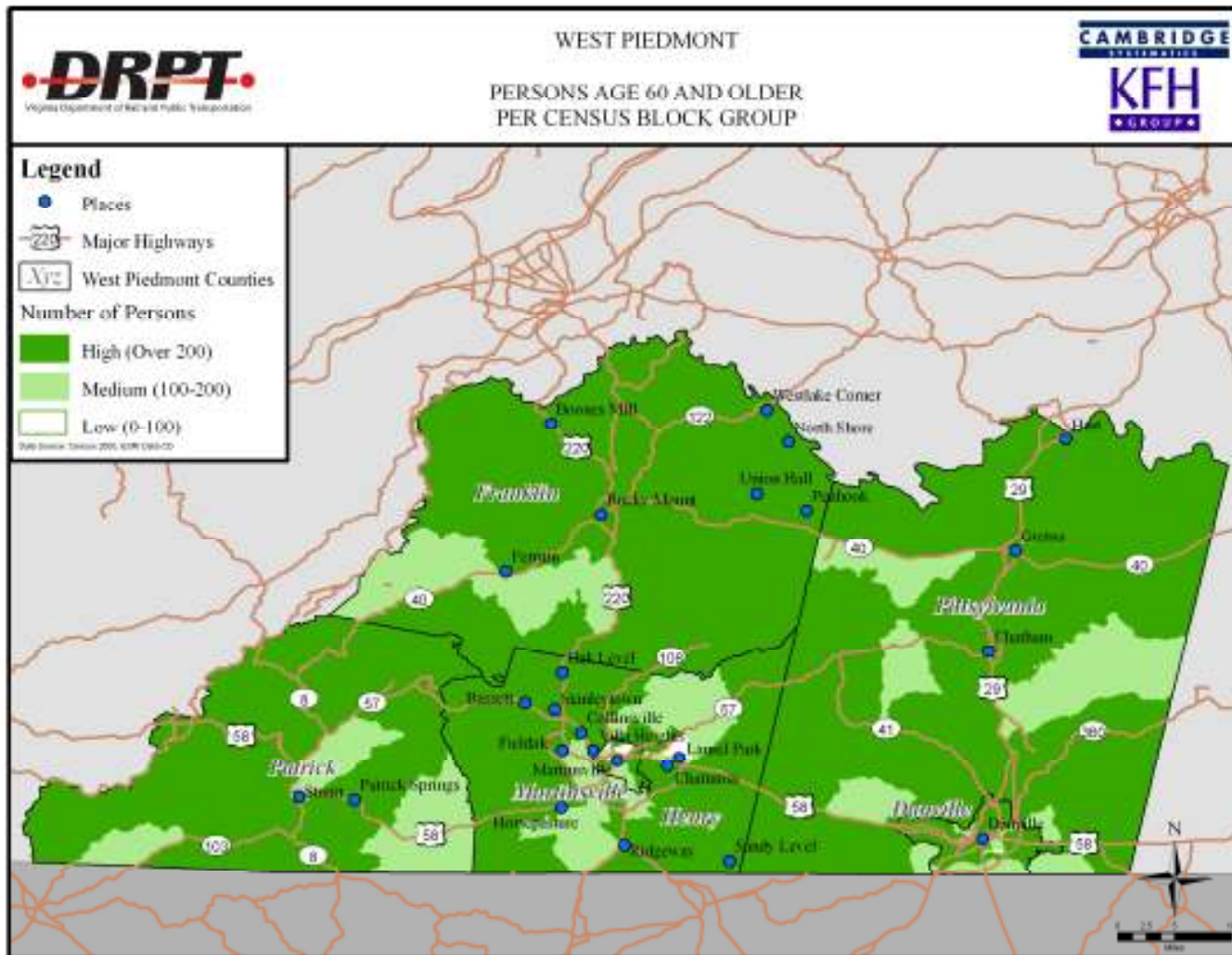


Figure 4. Persons with Disabilities Per Census Block Group

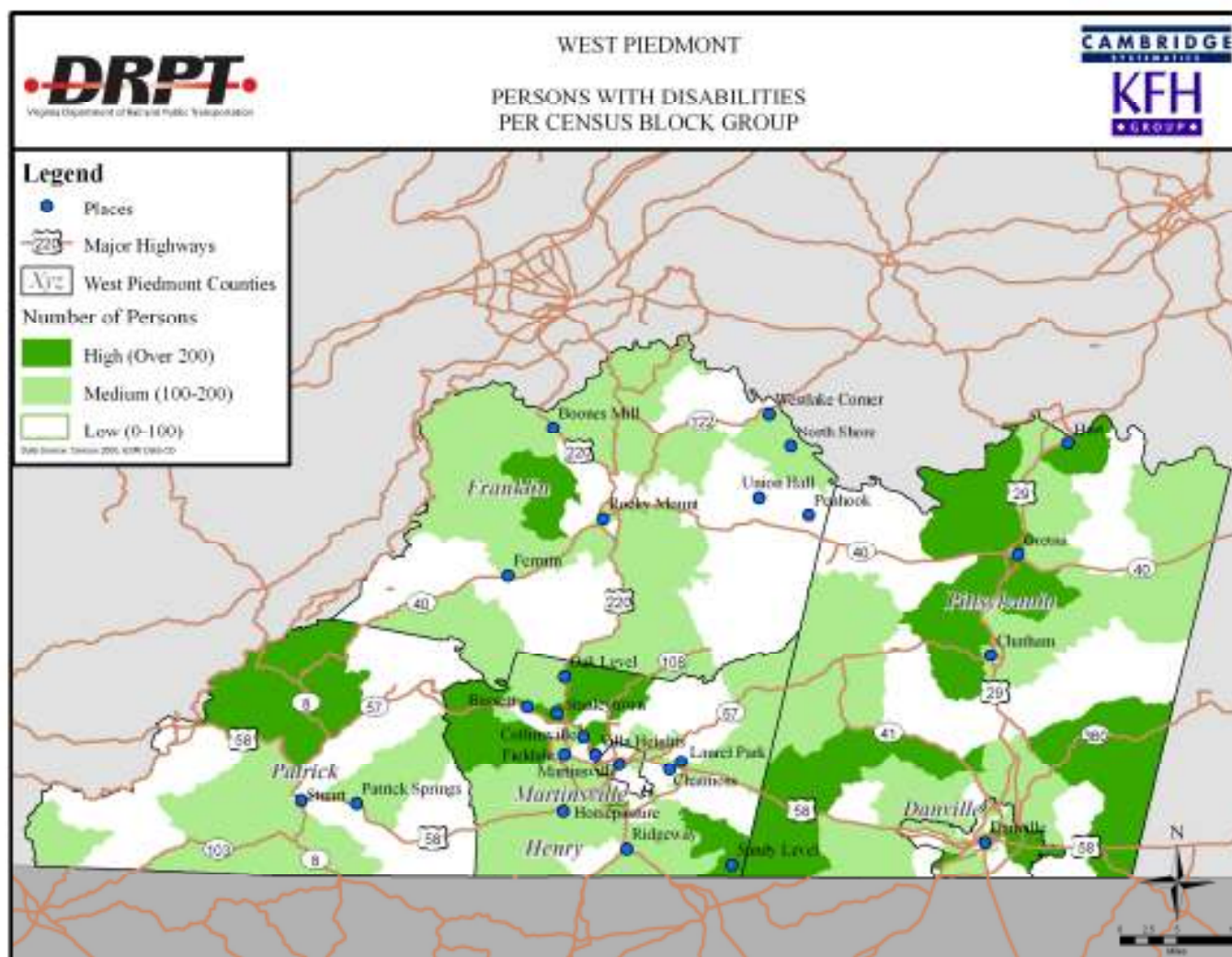


Figure 5. Persons Below Poverty Per Census Block Group

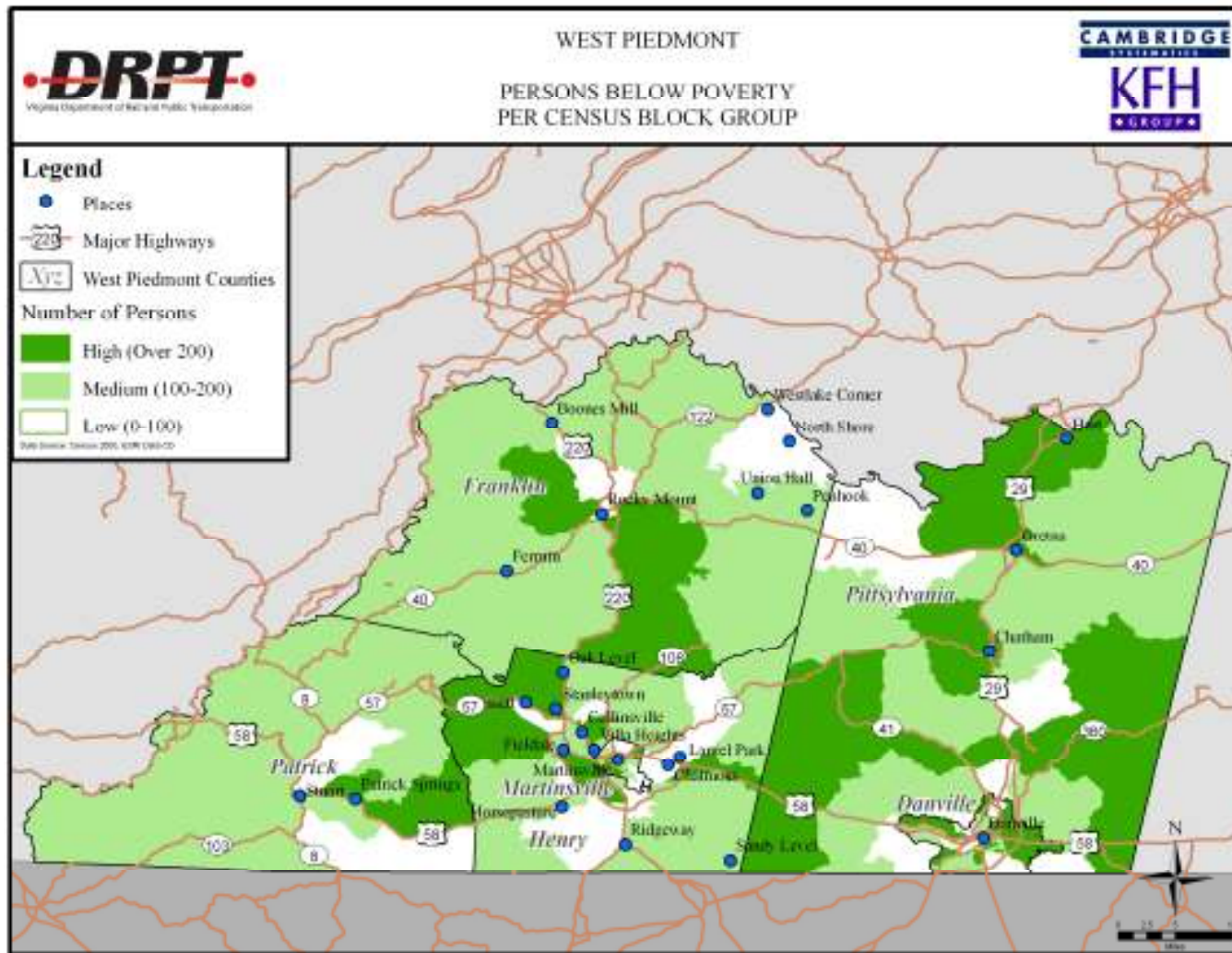


Figure 6. Autoless Households Per Census Block Group

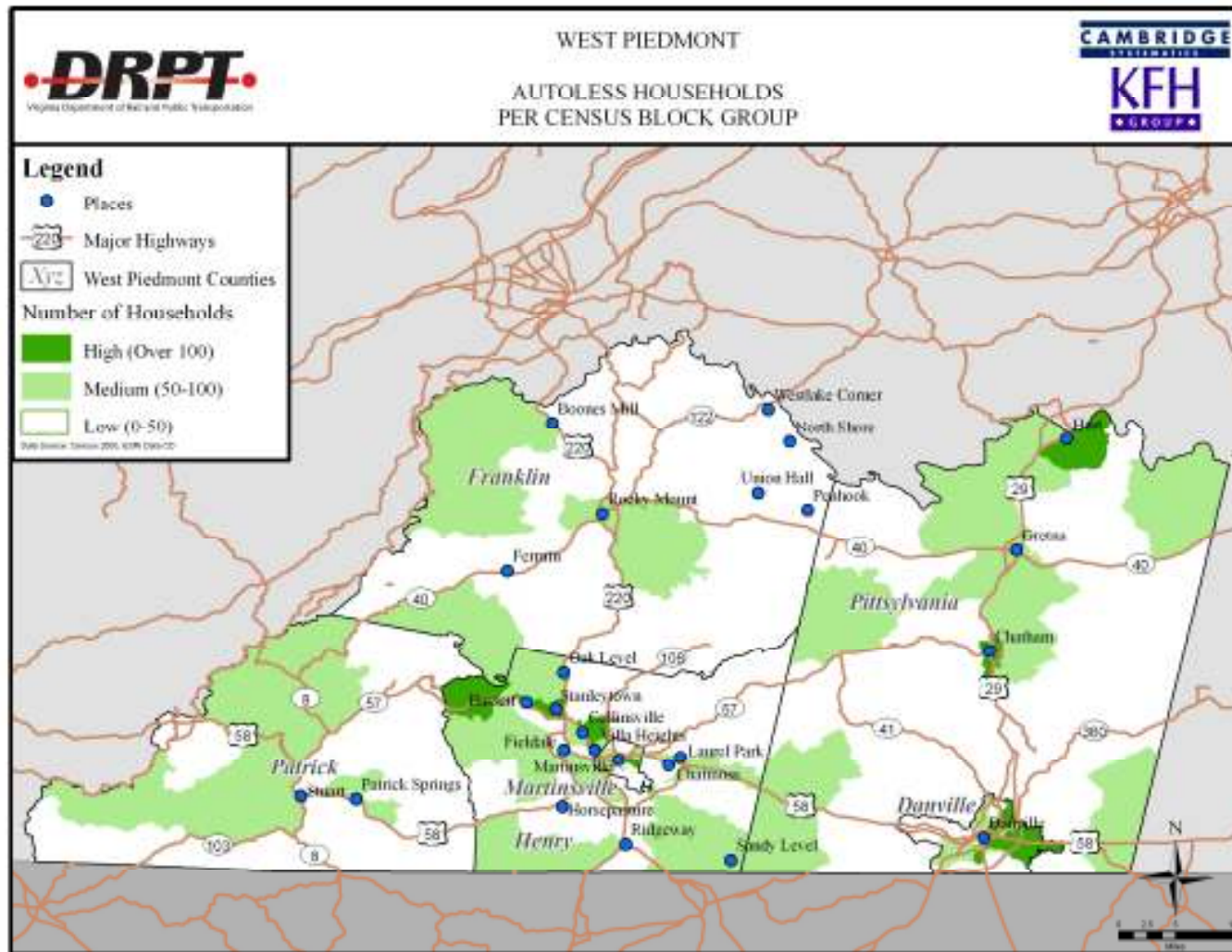


Figure 7. Transit Need by Ranked Density of Transit Dependent Persons

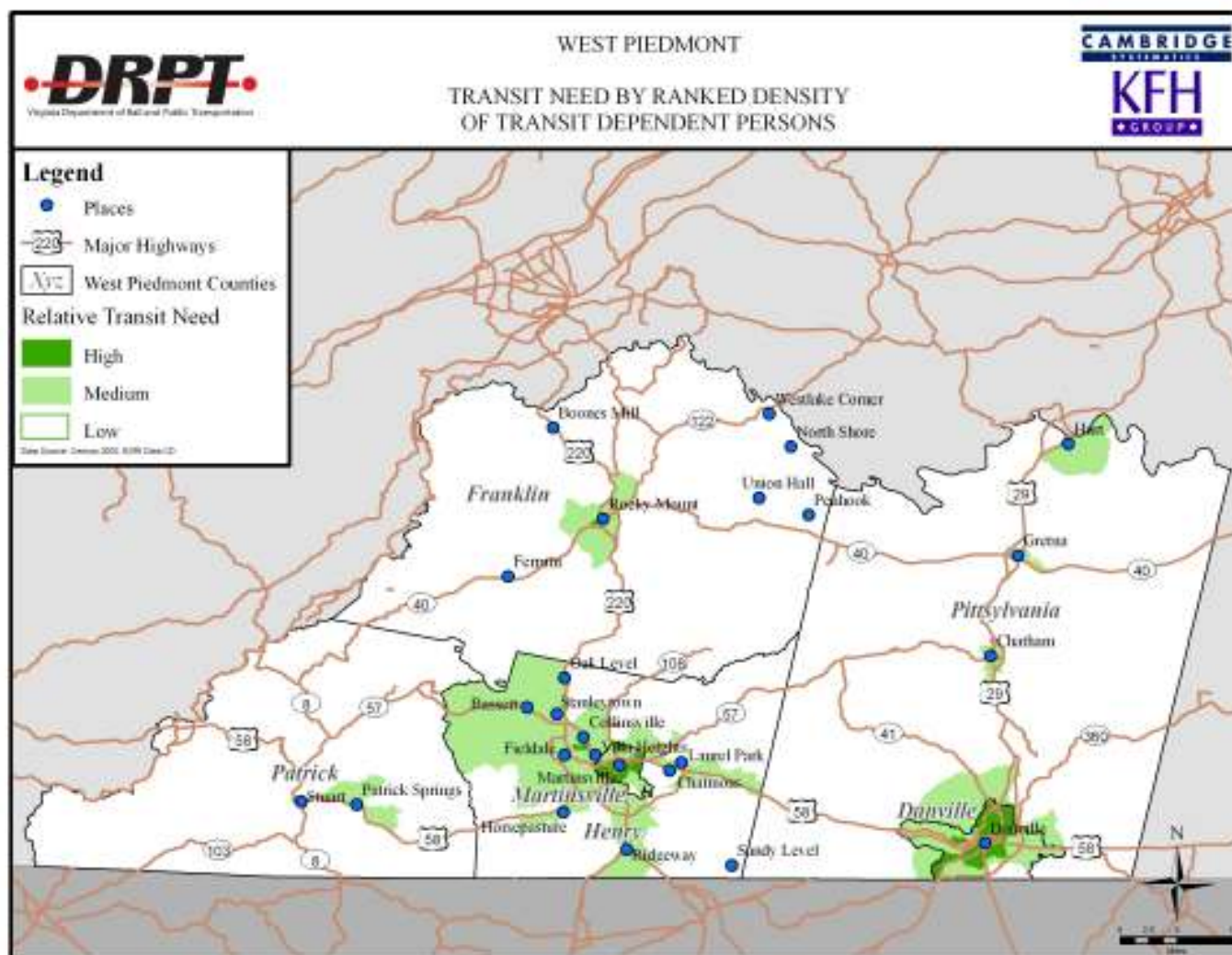
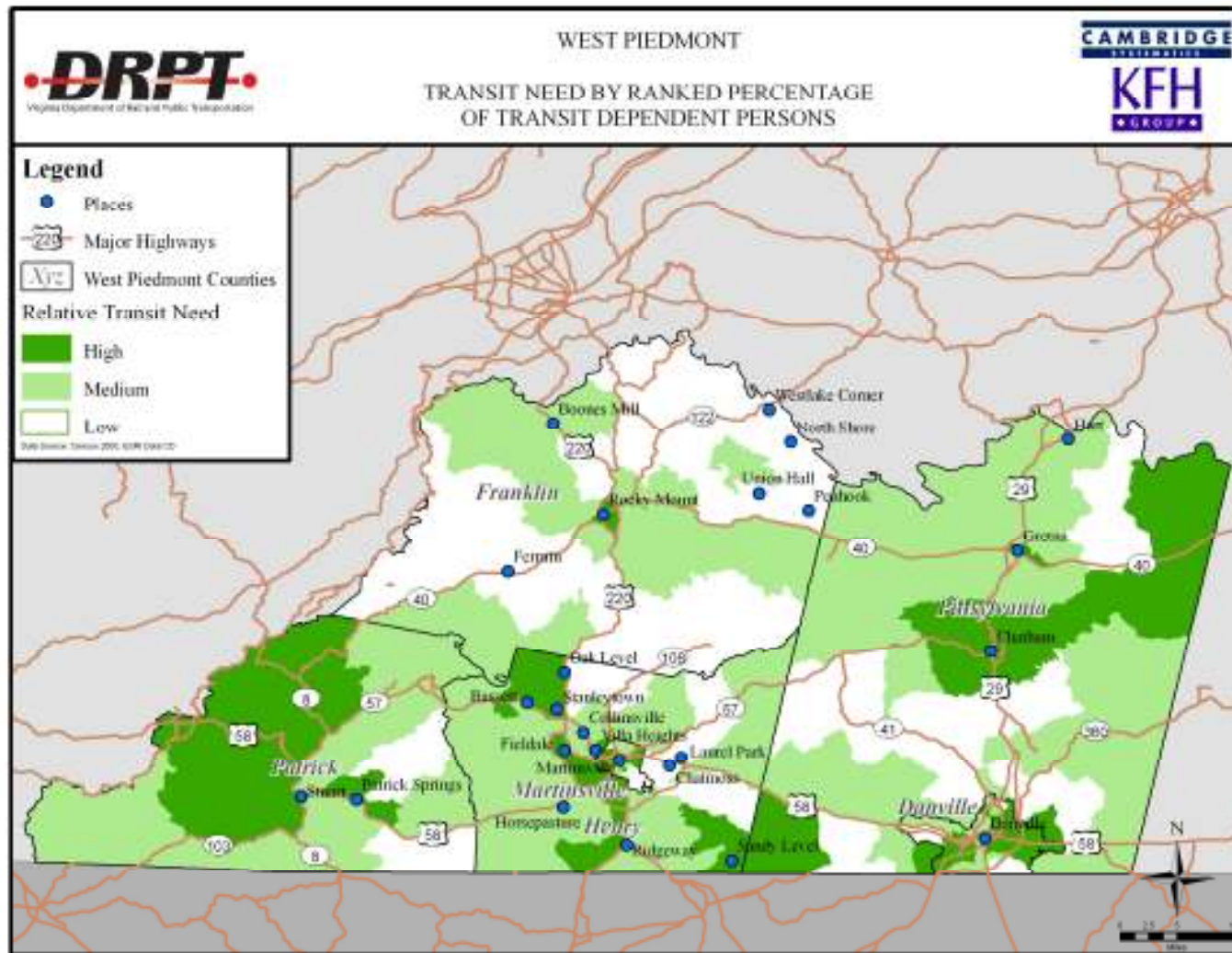


Figure 8. Transit Need by Ranked Percentage of Transit Dependent Persons



5.3 Potential Destinations

Potential destinations are places that residents are attracted to for business, medical services, education, community services, or recreation. They include major employers, medical facilities, educational facilities, human services agencies, and shopping destinations. These destinations were identified using local websites and resources, and supplemented with research through online search engines such as Google. Input regarding key destinations obtained at the regional workshops, as well as specific comments submitted by the PDC, were also incorporated into this plan. The potential destinations were then mapped with GIS to give a visual representation of popular places to which transportation may be requested by older adults, people with disabilities, and people with lower incomes. The potential destinations were mapped in Figure 9; Table 2 lists the details of the potential destinations.

As shown in Figure 9:

- Potential destinations are concentrated mainly in Martinsville, Danville, and Rocky Mount with a number in Stuart, Gretna, and Chatham as well.

Figure 9. Potential Destinations

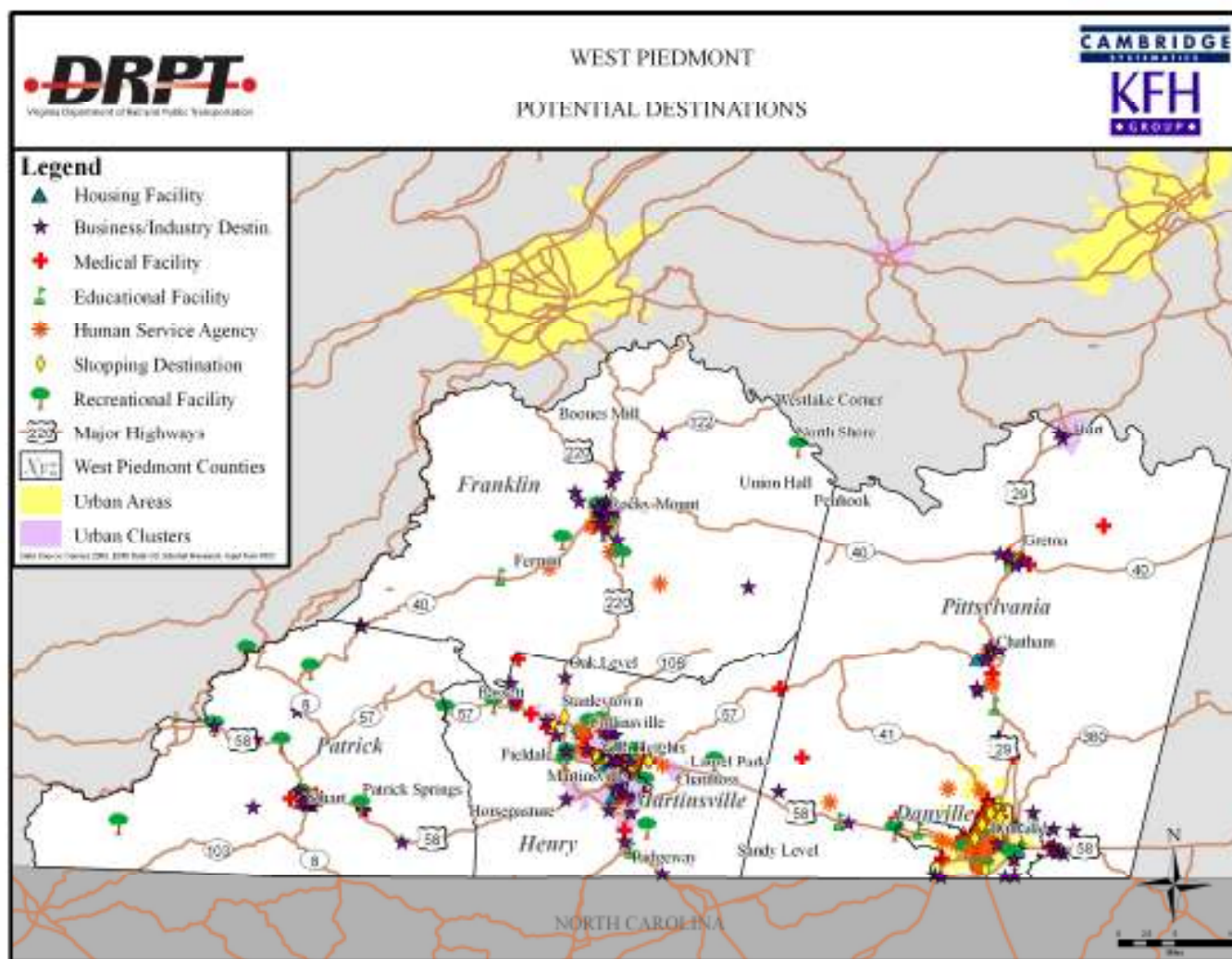


Table 2. Potential Destinations**West Piedmont (PDC 12)****Destinations**

Type	Name	Address	City	County
Business and Industry Destinations				
Business Incubator	Dan River Business Development Ctr	300 Ringgold Industrial Pkwy	Danville	Danville City
Business Incubator	West Piedmont Business Development Ctr	22 E Church St	Martinsville	Martinsville City
Business/Recreation	Danville-Pittsyl Chamber of Commerce	8653 US Hwy 29	Blairs	Pittsylvania
Business/Recreation	Franklin County Chamber of Commerce	380 Franklin St	Rocky Mount	Franklin
Business/Recreation	Mville-Henry Co Chamber of Commerce	115 Broad St	Martinsville	Martinsville City
Business/Recreation	Patrick County Chamber of Commerce	20475 Jeb Stuart Hwy	Stuart	Patrick
Industrial Park	Airside Industrial Park	Airside Dr/US Hwy 58	Danville	Danville City
Industrial Park	Bowles North Industrial Park	Bowles Dr	Martinsville	Martinsville City
Industrial Park	Bowles South Industrial Park	Joseph Martin Hwy	Martinsville	Martinsville City
Industrial Park	Brosville Industrial Park	US 58 and SR 841	Brosville	Pittsylvania
Industrial Park	Cane Creek Centre	Cane Creek Pkwy	Ringgold	Pittsylvania
Industrial Park	Chatham North Industrial Park	465 Chalk Level Rd	Chatham	Pittsylvania
Industrial Park	Chatham South Industrial Park	Tightsqueeze Rd	Chatham	Pittsylvania
Industrial Park	Cherrystone Industrial Park	US Hwy 29 & SR 802 North	Chatham	Pittsylvania
Industrial Park	Clearview Business Park	Progress Dr	Martinsville	Martinsville City
Industrial Park	Commerce Centre	US 220 South	Rocky Mount	Franklin
Industrial Park	East Bowles Industrial Park	US Hwy 29 & Toy Ln	Blairs	Pittsylvania
Industrial Park	Franklin Co-Rocky Mt Industrial Park	State St and Industrial Ave	Rocky Mount	Franklin
Industrial Park	Gretna Industrial Park	Industrial Dr & Toney St	Gretna	Pittsylvania
Industrial Park	Gretna North Industrial Park	US Hwy 29	Gretna	Pittsylvania
Industrial Park	Key Industrial Park	Pocket Rd/SR 924	Hurt	Pittsylvania
Industrial Park	Martinsville Industrial Park	Industrial Park Dr	Martinsville	Martinsville City
Industrial Park	Patrick County Industrial Park	Johnson St	Stuart	Patrick
Industrial Park	Patriot Centre at Beaver Creek Industrial Pk	Beaver Creek Dr & Kings Mountain Rd	Martinsville	Martinsville City
Industrial Park	Rich Creek Corporate Park	US Hwy 58	Stuart	Patrick
Industrial Park	Ringgold Industrial Park - East	Ringgold Depot Rd	Ringgold	Pittsylvania
Industrial Park	Ringgold Industrial Park - West	Kentuck Rd	Ringgold	Pittsylvania
Industrial Park	Rives Road Industrial Park	920 Rives Rd	Martinsville	Martinsville City
Industrial Park	Thompson & Wyatt Industrial Site	State Routes 40 and 1327	Gretna	Pittsylvania
Industrial Park	West Franklin Business Park	SR 40 West	Ferrum	Franklin
Industry (not in Indl Park)	A.C. Furniture	3872 Martin Dr	Axton	Henry
Industry (not in Indl Park)	A.C. Furniture	US Hwy 58	Axton	Pittsylvania
Industry (not in Indl Park)	Advanced Air Systems	113 Main St	Martinsville	Martinsville City
Industry (not in Indl Park)	Aerial Machine & Tool	4298 Jeb Stuart Hwy	Vesta	Patrick

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Business and Industry Destinations (continued)				
Industry (not in Indl Park)	American of Martinsville	Red Level Plant Rd	Martinsville	Martinsville City
Industry (not in Indl Park)	American Standard	700 Commerce Ct	Martinsville	Martinsville City
Industry (not in Indl Park)	Bank Services of Virginia Inc	1300 Kings Mountain Rd	Martinsville	Martinsville City
Industry (not in Indl Park)	Bank Services of Virginia Inc	9112 Virginia Ave	Bassett	Henry
Industry (not in Indl Park)	Bassett Mirror	1290 Philpott Dr	Bassett	Henry
Industry (not in Indl Park)	Blue Ridge Mountain Cabinets	1101 Franklin St	Rocky Mount	Franklin
Industry (not in Indl Park)	Columbia Flooring	100 Maxine Rd	Danville	Danville City
Industry (not in Indl Park)	Columbia Forest Products	100 Maxine Rd	Danville	Danville City
Industry (not in Indl Park)	Container Warehouse	3660 Morehead Ave	Ridgeway	Henry
Industry (not in Indl Park)	Cooper Wood Products	2785 Grassy Hill Rd	Rocky Mount	Franklin
Industry (not in Indl Park)	Corning	265 Corning Dr	Danville	Danville City
Industry (not in Indl Park)	CPFilms Inc	Process Rd	Fieldale	Henry
Industry (not in Indl Park)	CTS&I Millwork Inc	---	Rocky Mount	Franklin
Industry (not in Indl Park)	Custom Woodwork Co	685 Tripple Creek Rd	Rocky Mount	Franklin
Industry (not in Indl Park)	DanChem Technologies	1975 Richmond Blvd	Danville	Danville City
Industry (not in Indl Park)	Dillan Chenille	1801 Rivermont Heights Rd	Martinsville	Martinsville City
Industry (not in Indl Park)	Doyle Enterprises Inc	4330 Truevine Rd	Rocky Mount	Franklin
Industry (not in Indl Park)	EMI Imaging	636 Commerce St	Stuart	Patrick
Industry (not in Indl Park)	Ennis	1 Ennis Dr	Chatham	Pittsylvania
Industry (not in Indl Park)	Erath Veneer Corp of VA	160 Industrial Ave	Rocky Mount	Franklin
Industry (not in Indl Park)	First Piedmont Corporation	108 S Main St	Chatham	Pittsylvania
Industry (not in Indl Park)	Fleetwood Homes of Virginia	90 Weaver St	Rocky Mount	Franklin
Industry (not in Indl Park)	Goodyear Tire & Rubber	1901 Goodyear Blvd	Danville	Danville City
Industry (not in Indl Park)	GS Industries of Bassett Inc	85 Rosemont Rd	Bassett	Henry
Industry (not in Indl Park)	Homestead Creamery	7254 Booker T. Washington	Wirtz	Franklin
Industry (not in Indl Park)	Hopkins Lumber	7617 Woolwine Hwy	Woolwine	Patrick
Industry (not in Indl Park)	Hopkins Lumber	29673 Jeb Stuart Hwy	Stuart	Patrick
Industry (not in Indl Park)	Hopkins Lumber	2150 Bluegrass Rd	Woolwine	Patrick

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Business and Industry Destinations (continued)				
Industry (not in Indl Park)	Knight-Celotex	250 Knight Celotex Way	Danville	Danville City
Industry (not in Indl Park)	Kreager Woodworking	101 Commerce St	Stuart	Patrick
Industry (not in Indl Park)	Kreager Woodworking	9412 Jeb Stuart Hwy	Meadows of Dan	Patrick
Industry (not in Indl Park)	Lineal Technologies	350 State St	Rocky Mount	Franklin
Industry (not in Indl Park)	Luna nanoWorks	521 Bridge St	Danville	Danville City
Industry (not in Indl Park)	Martinsville Glass	408 S Memorial Blvd	Martinsville	Martinsville City
Industry (not in Indl Park)	Medical Data Systems Inc	1 Ellsworth St	Martinsville	Martinsville City
Industry (not in Indl Park)	Mod-U-Kraf Homes, LLC	201 Old Franklin Turnpike	Rocky Mount	Franklin
Industry (not in Indl Park)	Multi-Wall Packaging Inc	50 Multi Wall Dr	Martinsville	Martinsville City
Industry (not in Indl Park)	MW Manufacturers Inc	433 N Main St	Rocky Mount	Franklin
Industry (not in Indl Park)	Narrowflex Inc	201 S Main St	Stuart	Patrick
Industry (not in Indl Park)	Nationwide Homes	1100 Rives Rd	Martinsville	Martinsville City
Industry (not in Indl Park)	Northpoint Trading Co	2258 River Rd	Fieldale	Henry
Industry (not in Indl Park)	Oak Level Finishing & Repair Inc	451 Beaver Creek Dr	Martinsville	Martinsville City
Industry (not in Indl Park)	Owens-Illinois	29 Glassblower Ln	Ringgold	Pittsylvania
Industry (not in Indl Park)	Pine Products Inc	315 Carver Rd	Martinsville	Martinsville City
Industry (not in Indl Park)	Quigley Designs	240 Energy Blvd	Rocky Mount	Franklin
Industry (not in Indl Park)	R&D Millwork	18421 Virgil Goode Hwy	Rocky Mount	Franklin
Industry (not in Indl Park)	RACO	2000 Lotus Ln	Gretna	Pittsylvania
Industry (not in Indl Park)	Ridgeway Clocks	1131 Mica Rd	Ridgeway	Henry
Industry (not in Indl Park)	Riverview Plumbing & Heating	820 Pocket Rd	Hurt	Pittsylvania
Industry (not in Indl Park)	Rocky Top Wood Preservers	1050 N Main St	Rocky Mount	Franklin
Industry (not in Indl Park)	Ronile Inc	701 Orchard Ave	Rocky Mount	Franklin
Industry (not in Indl Park)	Scott Manufacturing	Route 40 West	Ferrum	Franklin
Industry (not in Indl Park)	Southern Finishing	801 E Church St	Martinsville	Martinsville City
Industry (not in Indl Park)	Stanley Furniture	1641 Fairystone Park Hwy	Stanleytown	Henry
Industry (not in Indl Park)	StarTex Inc	2000 Virginia Ave	Collinsville	Henry
Industry (not in Indl Park)	Stuart Flooring Corporation	655 Dobyns Rd	Stuart	Patrick
Industry (not in Indl Park)	Stuart Forest Products	102 Commerce St	Stuart	Patrick

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Business and Industry Destinations (continued)				
Industry (not in Indl Park)	Stuart Glass Co	106 Patrick Ave	Stuart	Patrick
Industry (not in Indl Park)	Techma USA	202 E Gretna Rd	Gretna	Pittsylvania
Industry (not in Indl Park)	Texturing Services	615 Walker Rd	Martinsville	Martinsville City
Industry (not in Indl Park)	Tier Technologies	300 Franklin St	Martinsville	Martinsville City
Industry (not in Indl Park)	Trinity Packaging Corp	90 Industrial Ave	Rocky Mount	Franklin
Industry (not in Indl Park)	Unique Industries	225 Toy Ln	Blairs	Pittsylvania
Industry (not in Indl Park)	Uttermost Corp	3325 Grassy Hill Rd	Rocky Mount	Franklin
Industry (not in Indl Park)	Virginia Glass	347 Old Sand Rd	Ridgeway	Henry
Industry (not in Indl Park)	Virginia Mirror	300 S Moss St	Martinsville	Martinsville City
Job Trg/Workforce Dev	Regional Ctr for Advanced Tech & Trg	121 Slayton Ave	Danville	Danville City
Job Trg/Workforce Dev	Franklin Co. Workforce Develop. Consortium	70 Wray St	Rocky Mount	Franklin
Job Trg/Workforce Dev	Southern Assoc for Disabled Citizens	635 Main St	Danville	Danville City
Job Trg/Workforce Dev	Telamon Corporation	1332-D Piney Forest Rd	Danville	Danville City
Job Trg/Workforce Dev	The Franklin Ctr for Adv Learning & Enterprise	50 Claiborne Ave	Rocky Mount	Franklin
Job Trg/Workforce Dev	West Piedmont WIA		Martinsville	Martinsville City
Major Employer	Averett College	420 W Main St	Danville	Danville City
Major Employer	Danville Community College	1008 S Main St	Danville	Danville City
Major Employer	Danville Regional Medical Center	142 S Main St	Danville	Danville City
Major Employer	Goodyear Tire & Rubber Company	1901 Goodyear Blvd	Danville	Danville City
Major Employer	Nestle Refrigerated Foods	201 Airside Dr	Danville	Danville City
Major Employer	Swedwood International	2471 Tom Fork Rd	Ringgold	Pittsylvania
Major Employer	Times Fiber Communication Inc.	380 Tightsqueeze Industrial Rd	Chatham	Pittsylvania
Major Employer	Yorktowne Cabinetry	2000 Cane Creek Pkwy	Ringgold	Pittsylvania
Technology Park	Cyberpark	River Park/Stinson Dr	Danville	Danville City
Technology Park	Rocky Mount Technology Park	Technology Dr	Rocky Mount	Franklin
Educational Facilities				
College/Voc School	Averett College	420 W Main St	Danville	Danville City
College/Voc School	Danville Community College	1008 S Main St	Danville	Danville City
College/Voc School	Ferrum College	215 Ferrum Mountain Rd	Ferrum	Franklin
College/Voc School	Gereau Ctr for Adv Tech & Career Expl	150 Technology Dr	Rocky Mount	Franklin
College/Voc School	Institute for Advanced Learning & Research	150 Slayton Ave	Danville	Danville City
College/Voc School	National College	10 E. Church St	Martinsville	Martinsville City
College/Voc School	National College	336 Old Riverside Dr	Danville	Danville City

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Educational Facilities (continued)				
College/Voc School	New College Institute	30 Franklin St	Martinsville	Martinsville City
College/Voc School	Patrick Henry Community College	645 Patriot Dr	Martinsville	Martinsville City
College/Voc School	Pittsylvania Career & Technical Ctr	11700 US Hwy 29	Chatham	Pittsylvania
Public Library	Blue Ridge Regional Library	310 E Church St	Martinsville	Martinsville City
Public Library	Blue Ridge Rgl Library - Bassett Branch	3969 Fairystone Park Hwy	Bassett	Henry
Public Library	Blue Ridge Rgl Library - Collinsville Branch	2540 Virginia Ave	Collinsville	Henry
Public Library	Blue Ridge Rgl Library - Patrick Co Branch	116 W Blue St	Stuart	Patrick
Public Library	Blue Ridge Rgl Library - Ridgeway Branch	900 Vista View Ln	Ridgeway	Henry
Public Library	Brosville-Cascade Public Library	11948 Martinsville Hwy	Danville	Danville City
Public Library	Danville Public Library	511 Patton St	Danville	Danville City
Public Library	Danville Public Library - Westover Br	94 Clifton St	Danville	Danville City
Public Library	Franklin County Public Library	355 Franklin St	Rocky Mount	Franklin
Public Library	Gretna Public Library	207 Coffey Street	Gretna	Pittsylvania
Public Library	Pittsylvania County Public Library	24 Military Dr	Chatham	Pittsylvania
Housing Facilities				
Housing	Anchor Residential Prevention Services	313 E Main St	Martinsville	Martinsville City
Housing	Cotton Mill Apartments	100 Dobyns Rd	Stuart	Patrick
Housing	Danville House	600 Main St	Danville	Danville City
Housing	Danville Redevelopment & Housing Auth	651 Cardinal Place	Danville	Danville City
Housing	Glen Ridge Apartments	60 Theater St	Martinsville	Martinsville City
Housing	Heritage Towers Apartments	231 S Ridge St	Danville	Danville City
Housing	Holiday Village	222 Courtland St	Danville	Danville City
Housing	Hope Harbor	1021 Main St	Danville	Danville City
Housing	M.T. Sorrell Faith Home	7180 US Hwy 29 North	Blairs	Pittsylvania
Housing	Martinsville Housing Services Office	55 W Church St	Martinsville	Martinsville City
Housing	Martinsville Redevelopment & Housing Auth	55 W Church St	Martinsville	Martinsville City
Housing	Oak Grove Residential Care Inc	220 Oak Grove Ln	Chatham	Pittsylvania
Housing	Piedmont Group Home	213 Starling Ave	Martinsville	Martinsville City
Housing	Piedmont Independent Living Center	816-B W Main St	Danville	Danville City
Housing	Spruce Village Apartments	1201 Spruce St	Martinsville	Martinsville City
Housing	The Mission Center	231 Starling Ave	Martinsville	Martinsville City
Human Service Agencies				
Human Serv Agency	Adult Day Care Ctr of Mville & Henry Co	433 Commonwealth Blvd	Martinsville	Martinsville City
Human Serv Agency	Alcohol Safety Action Program	147 Deer Run Rd	Danville	Danville City
Human Serv Agency	Alcohol Safety Action Program	60 W Church St	Martinsville	Martinsville City

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Destinations

Type	Name	Address	City	County
Human Service Agencies (continued)				
Human Serv Agency	American Red Cross	355 S Main St	Rocky Mount	Franklin
Human Serv Agency	American Red Cross	1081 Spruce St	Martinsville	Martinsville City
Human Serv Agency	American Red Cross	842 Main St	Danville	Danville City
Human Serv Agency	American Red Cross	2276 Franklin Tpke	Danville	Danville City
Human Serv Agency	Anchor Residential Prevention Serv	313 E Market St	Martinsville	Martinsville City
Human Serv Agency	AWARE-EAP Inc	212 Starling Ave	Martinsville	Martinsville City
Human Serv Agency	Big Brothers Big Sisters	1225 W Main St	Danville	Danville City
Human Serv Agency	Big Brothers Big Sisters	----	Martinsville	Martinsville City
Human Serv Agency	Child Development Clinic (Southside)	326 Taylor Dr	Danville	Danville City
Human Serv Agency	Citizens Against Family Violence	13 Cleveland Ave	Martinsville	Martinsville City
Human Serv Agency	Danville Community Improvement Council	608 Upper St	Danville	Danville City
Human Serv Agency	Danville Div of Social Services	165 Deer Run Rd	Danville	Danville City
Human Serv Agency	Danville Helping Hand Society	254 Linden Dr	Danville	Danville City
Human Serv Agency	Danville VEC Field Office	510 Patton St	Danville	Danville City
Human Serv Agency	Danville-Pittsyl Community Services Board	245 Hairston St	Danville	Danville City
Human Serv Agency	DOVES, Incorporated	na	Danville	Danville City
Human Serv Agency	Edwards Adult Day Care Center	431 Commonwealth Blvd E	Martinsville	Martinsville City
Human Serv Agency	Focus on Youth Inc	100 Cleveland Ave	Martinsville	Martinsville City
Human Serv Agency	For the Children, Partners in Prevention	10 E Church St	Martinsville	Martinsville City
Human Serv Agency	Franklin Co Dept of Social Services	11161 Virgil H. Goode Hwy	Rocky Mount	Franklin
Human Serv Agency	Franklin County Developmental Center	1972 Franklin St	Rocky Mount	Franklin
Human Serv Agency	Franklin Family Resource Center	na	Rocky Mount	Franklin
Human Serv Agency	God's Pit Crew	296 Still Springs Dr	Danville	Danville City
Human Serv Agency	God's Storehouse	778 Westover Dr	Danville	Danville City
Human Serv Agency	Goodwill Industries	24 S Main St	Chatham	Pittsylvania
Human Serv Agency	Goodwill Industries	284 Commonwealth Blvd W	Martinsville	Martinsville City
Human Serv Agency	Goodwill Industries of Danville Area	512 Westover Dr	Danville	Danville City
Human Serv Agency	Goodwill Industries of the Valley	1045 N Main St	Rocky Mount	Franklin
Human Serv Agency	Handicaps Unlimited of Virginia Inc	1171 Westover Dr	Collinsville	Henry
Human Serv Agency	Healthy Families - West Piedmont	24 Clay St	Martinsville	Martinsville City
Human Serv Agency	Healthy Families of Danville & Pittsyl Co	142 S Main St	Danville	Danville City
Human Serv Agency	Helping Hands of Franklin County	200 Dent St	Rocky Mount	Franklin
Human Serv Agency	Henry-Mville Dept of Social Services	20 E Church St	Martinsville	Martinsville City
Human Serv Agency	Horizons Unlimited	213 E Main St	Martinsville	Martinsville City
Human Serv Agency	Interventions Counseling & Consulting Svcs	105 S Union St	Danville	Danville City
Human Serv Agency	Legal Aid Society Inc Virginia	105 S Union St	Danville	Danville City
Human Serv Agency	Martinsville VEC Field Office	1075 Spruce St	Martinsville	Martinsville

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Human Service Agencies (continued)				
Human Serv Agency	Patrick Co Dept of Social Services	106 Rucker St	Stuart	Patrick
Human Serv Agency	Patrick Henry Day Reporting Program	32 Bridge St	Martinsville	Martinsville City
Human Serv Agency	Piedmont Community Services Board	24 Clay St	Martinsville	Martinsville City
Human Serv Agency	Pittsylvania Co Community Action	707 Piney Forest Shpg Ctr	Danville	Danville City
Human Serv Agency	Pittsylvania Co Community Action	304 Poplar St	Danville	Danville City
Human Serv Agency	Pittsylvania Co Community Action	348 N Main St	Chatham	Pittsylvania
Human Serv Agency	Pittsylvania Co Dept of Social Services	220 H G McGhee Dr	Chatham	Pittsylvania
Human Serv Agency	Regl Alliance for Substance Abuse Prvtn	245 Hairston St	Danville	Danville City
Human Serv Agency	SafetyNet Inc	na	Martinsville	Martinsville City
Human Serv Agency	Seventh Day Adventist Community Svcs	212 Ingram Rd	Danville	Danville City
Human Serv Agency	Social Security Administration	875 Piney Forest Rd	Danville	Danville City
Human Serv Agency	Social Security Administration	320 W Commonwealth Blvd	Martinsville	Martinsville City
Human Serv Agency	Southern Area Agency on Aging	204 Cleveland Ave	Martinsville	Martinsville City
Human Serv Agency	Southside Community Action Agency	1152 E Church St	Martinsville	Martinsville City
Human Serv Agency	Southside Community Action Agency	301 Lynn St	Danville	Danville City
Human Serv Agency	Support to Eliminate Poverty	200 Dent St	Rocky Mount	Franklin
Human Serv Agency	Support to Eliminate Poverty	109 Buena Vista Ave	Stuart	Patrick
Human Serv Agency	The Salvation Army	123 Henry St	Danville	Danville City
Human Serv Agency	The Salvation Army	603 S Memorial Blvd	Martinsville	Martinsville City
Human Serv Agency	The Salvation Army	4855 Sontag Rd	Rocky Mount	Franklin
Human Serv Agency	VA Dept of Veterans' Affairs	4846 Kings Mountain Rd	Collinsville	Henry
Human Serv Agency	Veterans Outreach Aftercare - Satellite VA Medical Center	301 Lynn St	Danville	Danville City
Human Serv Agency	Victim/Witness Assistance Program	----	Chatham	Pittsylvania
Human Serv Agency	Victim/Witness Assistance Program	3160 Kings Mountain Rd	Collinsville	Henry
Human Serv Agency	Victim/Witness Assistance Program	55 W Church St	Martinsville	Martinsville City
Human Serv Agency	Victim/Witness Assistance Program	108 Main St	Martinsville	Martinsville City
Human Serv Agency	West Piedmont Disability Services Bd	32 Bridge St	Martinsville	Martinsville City
Senior Citizens	American Assn of Retired Persons	175 Franklin Ct	Danville	Danville City
Senior Citizens	Danville Senior Citizens Bureau	125 Floyd Ave	Danville	Danville City
Senior Citizens	Danville Senior Citizens Center	760 W Main St	Danville	Danville City
Senior Citizens	Franklin Co Dept of Aging	136 Tanyard Rd	Rocky Mount	Franklin
Senior Citizens	Martinsville Senior Citizens Center	21 Moss St	Martinsville	Martinsville City
Senior Citizens	Project Lifesaver	21 N Main St	Chatham	Pittsylvania
Medical Facilities				
Drug Store/Pharmacy	Commonwealth Pharmacy	949 Piney Forest Rd	Danville	Danville City

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Medical Facilities (continued)				
Drug Store/Pharmacy	Commonwealth Pharmacy	117 Executive Dr	Danville	Danville City
Drug Store/Pharmacy	CVS Pharmacy	645 W Main St	Danville	Danville City
Drug Store/Pharmacy	CVS Pharmacy	Tightsqueeze Plaza	Chatham	Pittsylvania
Drug Store/Pharmacy	CVS Pharmacy	3212 Riverside Dr	Danville	Danville City
Drug Store/Pharmacy	CVS Pharmacy	1531 Piney Forest Rd	Danville	Danville City
Drug Store/Pharmacy	CVS Pharmacy	Cain St	Danville	Danville City
Drug Store/Pharmacy	CVS Pharmacy	400 Riverside Dr	Bassett	Henry
Drug Store/Pharmacy	CVS Pharmacy	3001 Virginia Ave	Collinsville	Henry
Drug Store/Pharmacy	CVS Pharmacy	8500 A L Philpott Hwy	Martinsville	Martinsville City
Drug Store/Pharmacy	CVS Pharmacy	760 E Church St	Martinsville	Martinsville City
Drug Store/Pharmacy	CVS Pharmacy	2725 Greensboro Rd	Ridgeway	Henry
Drug Store/Pharmacy	CVS Pharmacy	Ridgewood Square Shopping Ctr	Stanleytown	Henry
Drug Store/Pharmacy	CVS Pharmacy	970 Franklin St	Rocky Mount	Franklin
Drug Store/Pharmacy	CVS Pharmacy	540 Tanyard Rd	Rocky Mount	Franklin
Drug Store/Pharmacy	CVS Pharmacy	872 Tanyard Rd	Rocky Mount	Franklin
Drug Store/Pharmacy	Family Discount Pharmacy	335 Riverside Plaza	Stuart	Patrick
Drug Store/Pharmacy	Family Pharmacy	335 Riverside Dr	Bassett	Henry
Drug Store/Pharmacy	Family Pharmacy	301 S Main St	Stuart	Patrick
Drug Store/Pharmacy	Gretna Drug Co	108 Vaden Dr	Gretna	Pittsylvania
Drug Store/Pharmacy	Harders Drug Store	----	Bassett	Henry Co
Drug Store/Pharmacy	Home Pharmacy Services of Va Inc	949 Piney Forest Rd	Danville	Danville City
Drug Store/Pharmacy	Martinsville Family Pharmacy	1049 Brookdale St	Martinsville	Martinsville City
Drug Store/Pharmacy	Medicine Shoppe	808 S Memorial Blvd	Martinsville	Martinsville City
Drug Store/Pharmacy	Medicine Shoppe	138 Arnett Blvd	Danville	Danville City
Drug Store/Pharmacy	Modern Pharmacy	155 S Main St	Danville	Danville City
Drug Store/Pharmacy	Professional Pharmacy	130 Watson St	Danville	Danville City
Drug Store/Pharmacy	Ridgeway Family Pharmacy	6581 Greensboro Rd	Ridgeway	Henry
Drug Store/Pharmacy	Rite Aid Pharmacy	140 S Main St	Stuart	Patrick
Drug Store/Pharmacy	Rite Aid Pharmacy	Village Shopping Ctr	Stuart	Patrick
Drug Store/Pharmacy	Spring Drug	22042 Jeb Stuart Hwy	Stuart	Patrick Co
Drug Store/Pharmacy	Starling Pharmacy	1312 S Memorial Blvd	Martinsville	Martinsville City
Drug Store/Pharmacy	Walgreen Drug Store	103 W Commonwealth Blvd	Martinsville	Martinsville City
Drug Store/Pharmacy	Woodfin's Pharmacy	4 S Main St	Chatham	Pittsylvania
Medical	Carilion Franklin Memorial Hospital	180 Floyd Ave	Rocky Mount	Franklin
Medical	Carilion Medical Associates	1107 Brookdale St	Martinsville	Martinsville City
Medical	Carilion Medical Associates	390 S Main St	Rocky Mount	Franklin
Medical	Commonwealth Home Health Care	479 Piney Forest Rd	Danville	Danville City
Medical	Da Vita Inc	319 Hospital Dr	Martinsville	Martinsville

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Medical Facilities (continued)				
Medical	Danville Cancer Association Inc	1225 W Main St	Danville	Danville City
Medical	Danville Physical Therapy Center	763 Piney Forest Rd	Danville	Danville City
Medical	Danville Regional Medical Center	142 S Main St	Danville	Danville City
Medical	Danville Speech & Hearing Center	742 Wilson St	Danville	Danville City
Medical	Danville-Pittsylvania Health Dept	200 H.G. McGhee Dr	Danville	Danville City
Medical	Family Life Services	926 E Church St	Martinsville	Martinsville City
Medical	Family Life Services of Southern Virginia	2960 N Main St	Danville	Danville City
Medical	Franklin Co Health Dept	365 Pell Ave	Rocky Mount	Franklin
Medical	Franklin County Dialysis Facility	300 Technology Dr	Rocky Mount	Franklin
Medical	Free Clinic of Danville	133 S Ridge St	Danville	Danville City
Medical	Free Clinic of Franklin County	200 Dent St	Rocky Mount	Franklin
Medical	Free Medical Clinic of Mville-Henry Co	315 Hospital Dr	Martinsville	Martinsville City
Medical	Gretna Medical Center	1220 E Gretna Rd	Gretna	Pittsylvania
Medical	Kidney and Dialysis Center of Rocky Mount	230 S Main St	Rocky Mount	Franklin
Medical	Martinsville Dialysis Facility	429 Commonwealth Blvd	Martinsville	Martinsville City
Medical	Martinsville Urgent Care	1044 E Church St	Martinsville	Martinsville City
Medical	Martinsville-Henry Health Dept	295 Commonwealth Blvd W	Martinsville	Martinsville City
Medical	Memorial Hospital of Martinsville-Henry Co	320 Hospital Dr	Martinsville	Martinsville City
Medical	Mville Dental Clinic	23 Fayette St	Martinsville	Martinsville City
Medical	Mville Henry Co Coalition for Health/Wellness	320 Hospital Dr	Martinsville	Martinsville City
Medical	Patrick Co Health Dept	108 Rucker St	Stuart	Patrick
Medical	Project Access of Danville	108 W. Main St	Danville	Danville City
Medical	Renal Care Group Patrick County	221 Rich Creek Dr	Stuart	Patrick
Medical	Reynolds-Patrick County Hospital	18688 Jeb Stuart Hwy	Stuart	Patrick
Medical	Sandy River Medical Center	4520 Medical Center Rd	Axton	Pittsylvania
Medical	Southern Virginia Mental Health Inst	382 Taylor Dr	Danville	Danville City
Medical	Southside Family Medical Center	2811 Riverside Dr	Danville	Danville City
Medical	West Piedmont Aids Task Force	320 Memorial Hospital	Martinsville	Martinsville City
Mental Health	Associates in Mental Health Services	108 Holbrook St, Suite 203	Danville	Danville City
Mental Health	Hatcher Ctr - Assn for Retarded Citizens	7180 US Hwy 29	Blairs	Pittsylvania
Mental Health	Horizons Psychosocial Rehab Program	411 Starling Ave	Martinsville	Martinsville City
Mental Health	Martinsville Assn for Retarded Citizens	1005 Jordan St	Martinsville	Martinsville City
Mental Health	Mental Health Association	1225 W Main St	Danville	Danville City
Mental Health	Mental Health Association	117 Broad St	Martinsville	Martinsville City
Mental Health	Patrick Association for Retarded Citizens	Patrick Co Industrial Park	Stuart	Patrick
Mental Health	Presbyterian Homes & Family Services	1601 Franklin Turnpike	Danville	Danville City
Mental Health	Stepping Stones Inc	600 Northside Dr	Martinsville	Martinsville

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Medical Facilities (continued)				
Mental Health	W.C. Ham Center Inc - WAC Industries	103 Jones St	Martinsville	Martinsville City
Mental Health	White Oak School - Danville	7180 US Hwy 29	Blairs	Pittsylvania
Mental Health	White Oak School - Martinsville	1975 Virginia Ave	Martinsville	Martinsville City
Nursing Home	Abingdon Place of Danville	149 Executive Ct	Danville	Danville City
Nursing Home	Beverly Healthcare Martinsville	1607 Spruce St	Martinsville	Martinsville City
Nursing Home	Blue Ridge Nursing Center	105 Landmark Dr	Stuart	Patrick
Nursing Home	Blue Ridge Rehab Center	300 Blue Ridge St	Martinsville	Martinsville City
Nursing Home	Commonwealth Home Health Care Group	479 Piney Forest Rd	Danville	Danville City
Nursing Home	County Line Elder Care	12669 Chatham Rd	Axton	Henry
Nursing Home	Doss Estates	860 Piney Grove Rd	Gretna	Pittsylvania
Nursing Home	Eldercare of Franklin County	300 Hatcher St	Rocky Mount	Franklin
Nursing Home	Franklin County Health Care Center	72 Orchard St	Rocky Mount	Franklin
Nursing Home	Gretna Health Care Center Nursing Home	595 Vaden Dr	Gretna	Pittsylvania
Nursing Home	Hairston Home for Adults	601 Armstead Ave	Martinsville	Martinsville City
Nursing Home	Harmony Hall Assisted Living Facility	4153 Fairystone Park Hwy	Bassett	Henry
Nursing Home	Health Ctrs of the Piedmont - Mville Site	312 Fairy St	Martinsville	Martinsville City
Nursing Home	King's Grant	350 Kings Way Rd	Martinsville	Martinsville City
Nursing Home	Loyalton of Danville	432 Hermitage Dr	Danville	Danville City
Nursing Home	Mountain Valley Eldercare Inc	12601 Chatham Rd	Axton	Henry
Nursing Home	Pinecrest Adult Home	709 River Ridge Rd	Danville	Danville City
Nursing Home	Riverside Health & Rehab Center	2344 Riverside Dr	Bassett	Henry
Nursing Home	Roman Eagle Memorial Home	2526 N Main St	Danville	Danville City
Nursing Home	Southern Comfort Adult Care	270 Meadow Ln	Collinsville	Henry
Nursing Home	Stanleytown Health Care Center	240 Riverside Dr	Bassett	Henry
Nursing Home	The Landmark Center Inc	227 Landmark Dr	Stuart	Patrick
Nursing Home	TLC Adult Home	880 Lillian Naff Dr	Henry	Franklin
Rehabilitative Services	VA Dept of Rehabilitative Services	770 Piney Forest Rd, Suite B	Danville	Danville City
Rehabilitative Services	VA Dept of Rehabilitative Services	32 Bridge St S	Martinsville	Martinsville City
Recreational Facilities				
Recreation	Anglers Park	Northside Dr	Danville	Danville City
Recreation	Antioch Community Park	under development		Franklin
Recreation	Ballou Park	760 West Main St	Danville	Danville City
Recreation	Camilla Williams Park	700 Memorial Dr	Danville	Danville City
Recreation	Chatham Heights Recreation Area	Garden Ln	Martinsville	Martinsville City
Recreation	Clearview Park	Clearview School Rd	Martinsville	Martinsville City
Recreation	Cole & Carol Street Park	Cole & Carol Sts	Martinsville	Martinsville City

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Recreational Facilities (continued)				
Recreation	Collinsville Jaycee Park	Parkwood Ct	Collinsville	Henry
Recreation	Collinsville YMCA	395 John Redd Blvd	Collinsville	Henry
Recreation	Dan Daniel Memorial Park	302 River Park Dr	Danville	Danville City
Recreation	Dan River Park	Route 671	Ararat	Patrick
Recreation	Dana O Baldwin Memorial Park	Swanson St	Martinsville	Martinsville City
Recreation	Danville YMCA	810 Main St	Danville	Danville City
Recreation	Danville YWCA	750 Main St	Danville	Danville City
Recreation	Dehart Park	212 Johnson St	Stuart	Patrick
Recreation	Doe Run Park	198 DuPont Rd	Martinsville	Martinsville City
Recreation	Doyle Thomas Park	827 Green St	Danville	Danville City
Recreation	Fairystone Park	State Hwy 57	Bassett	Patrick
Recreation	Fieldale Park	188 Field Ave	Fieldale	Henry
Recreation	Fisher Farm Park	Leisure Trail	Ridgeway	Henry
Recreation	Franklin County Recreational Park	2150 Sontag Rd	Rocky Mount	Franklin
Recreation	Franklin County YMCA	235 Technology Dr	Rocky Mount	Franklin
Recreation	Fred Clifton Park	Jeb Stuart Hwy/Hwy 58	Vesta	Patrick
Recreation	Gilley Park	Trail Dr	Rocky Mount	Franklin
Recreation	Grove Park	100 Southland Dr	Danville	Danville City
Recreation	H.B. Moorefield Park	Riverside Dr	Danville	Danville City
Recreation	Hooker Field	Chatham Rd	Martinsville	Martinsville City
Recreation	I.C. Dehart Park	2631 Charity Hwy	Woolwine	Patrick
Recreation	J. Frank Wilson Park	1600 E Church St Ext	Martinsville	Martinsville City
Recreation	Jack Dalton Park	3300 Kings Mountain Rd	Collinsville	Henry
Recreation	Jackson Street Children's Park	500 W Church St	Martinsville	Martinsville City
Recreation	Jordan Creek Park	243 Creekside Dr	Fieldale	Henry
Recreation	Lynch Park	Old Fort Rd/Scuffling Hill Rd	Rocky Mount	Franklin
Recreation	M.C. Martin Park	Memorial Dr	Danville	Danville City
Recreation	Martinsville-Henry Co YMCA	3 Starling Ave	Martinsville	Martinsville City
Recreation	Mary Bethune	East St	Rocky Mount	Franklin
Recreation	Mary Elizabeth Park	Randolph St	Rocky Mount	Franklin
Recreation	Mountain Top Park	3800 Jeb Stuart Hwy	Meadows of Dan	Patrick
Recreation	Oak Street Park	Oak St	Martinsville	Martinsville City
Recreation	Patrick Springs Park	Ballpark Rd	Patrick Springs	Patrick
Recreation	Philpott Recreation Area	1058 Philpott Dam Rd	Bassett	Henry
Recreation	Pittsylvania Co Wayside Park	----	Pittsylvania Co	Pittsylvania Co
Recreation	Pumpkin Creek Park	315 Taylor Dr	Danville	Danville City
Recreation	Rocky Knob Recreation Area	1670 Blue Ridge Parkway	Woolwine	Patrick

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Recreational Facilities (continued)				
Recreation	Skate Park	Technology Dr	Rocky Mount	Franklin
Recreation	Smith Mountain Lake Community Park	1480 Park Way Ave	Moneta	Franklin
Recreation	Southside Park	1224 Ranson Rd	Martinsville	Martinsville City
Recreation	Spruce Street Park	Dove Ln	Martinsville	Martinsville City
Recreation	Veterans Memorial Park	Scuffling Hill Rd	Rocky Mount	Franklin
Recreation	Victor A Lester Memorial Park	723 Mulberry Rd	Martinsville	Martinsville City
Recreation	Waid Recreation Park	Waid Park Rd	Rocky Mount	Franklin
Recreation	West End Park	Cardinal Ln	Martinsville	Martinsville City
Recreation	Windy Gap Community Park	under development		Franklin
Shopping Destinations				
Grocer	Kroger	2720 Greensboro Rd	Martinsville	Martinsville City
Grocer	Kroger	240 Commonwealth Blvd	Martinsville	Martinsville City
Grocer	Kroger	400 Old Franklin Turnpike	Rocky Mount	Franklin
Grocer	Food Lion	703 Piney Forest Rd	Danville	Danville City
Grocer	Food Lion	540 Westover Dr	Danville	Danville City
Grocer	Food Lion	Southwych Plaza	Danville	Danville City
Grocer	Food Lion	607 W Main St	Danville	Danville City
Grocer	Food Lion	5835 Virginia Ave	Bassett	Henry
Grocer	Food Lion	8500 A L Philpott Hwy	Martinsville	Martinsville City
Grocer	Food Lion	951 Fairystone Park Hwy	Stanleytown	Henry
Grocer	Food Lion	1000 Spruce St	Martinsville	Martinsville City
Grocer	Food Lion	640 Commonwealth Blvd	Martinsville	Martinsville City
Grocer	Food Lion	2828 Greensboro Rd	Martinsville	Martinsville City
Grocer	Food Lion	3305-A N Main St	Danville	Danville City
Grocer	Food Lion	1101 Brookdale St	Martinsville	Martinsville City
Grocer	Food Lion	100 Vaden St	Gretna	Pittsylvania
Grocer	Food Lion	850 Tanyard Rd	Rocky Mount	Franklin
Grocer	Old Dutch - Chatham	267 N Main St	Chatham	Pittsylvania
Grocer	Old Dutch Supermarkets Inc	2306 W Main St	Danville	Danville City
Grocer	Old Dutch Supermarkets Inc	2368 N Main St	Danville	Danville City
Grocer	Lowes Foods	Rt 8 South	Stuart	Patrick
Grocer	Food Lion	221 Johnson St	Stuart	Patrick
Shopping	Wal-Mart Supercenter Store	550 Old Franklin Tpke	Rocky Mount	Franklin
Shopping	Wal-Mart Supercenter Store	976 Commonwealth Blvd	Martinsville	Martinsville City
Shopping	Wal-Mart Supercenter Store	19265 Jeb Stuart Hwy	Stuart	Patrick
Shopping	Wal-Mart Supercenter Store	515 Mount Cross Rd	Danville	Danville City

West Piedmont (PDC 12)

Destinations

Type	Name	Address	City	County
Shopping Destinations (continued)				
Shopping	Piedmont Mall	352 Piedmont Dr	Danville	Danville City
Shopping	Liberty Fair Mall	240 Commonwealth Blvd W	Martinsville	Martinsville City
Shopping	Patrick Henry Mall	26 W Church St	Martinsville	Martinsville City
Shopping	Martinsville Central Business District	----	Martinsville	Martinsville City
Shopping	Danville Central Business District	----	Danville	Danville City
Shopping	Stuart Central Business District	----	Stuart	Patrick
Shopping	Rocky Mount Central Business District	----	Rocky Mount	Franklin
Shopping	Chatham Central Business District	----	Chatham	Pittsylvania
Shopping	Gretna Town	----	Gretna	Pittsylvania
Shopping	Hurt Town	----	Hurt	Pittsylvania
Shopping	K-Mart	2876 Greensboro Rd	Martinsville	Martinsville City
Shopping	K-Mart	3311 Riverside Dr	Danville	Danville City

VI. Assessment of Available Transportation Services and Resources

In planning for the development of future strategies to address service gaps, it was important to first perform an assessment of the transportation services available in PDC 12. The process included identifying the public transit, human service transportation, and private transportation services in PDC 12.

The process to identify the region's various transportation resources was based on different sources:

- Prior knowledge of transportation services in the region; and
- Collection of basic descriptive and operational data for the various programs.

In collecting this information, various issues and constraints became evident:

- Fixed routes (where available) cover areas with higher population densities and major trip destinations, but many people who are transit dependent live in lower density areas with no general public service.
- Services generally are available on weekdays.
- Agency services are typically available only for agency clients for specific agency-related trips.

To gain a complete picture as to the breadth of transportation services available within PDC 12, an inventory of providers (both traditional and non-traditional) was undertaken during the initial workshop. This was achieved through a facilitated session where participants were guided through a catalog of questions. Also, a brief, two-page questionnaire was used to assist in the data collection effort, and was distributed at regional workshops. Participants who provide transportation service were requested to complete the survey and send them back for additional documentation.

Table 3 highlights the inventory of available services by provider as identified at the workshop. In some cases, an agency/provider was recognized as a transportation provider in the region but not in attendance. These providers are listed and their associated information is

presented by using other sources, including website information and/or via phone interview.

Table 3. Inventory of Available Services

Agency/ Provider	(1) Client Type	(2) # of Vehicles	(3) Trip Characteristics (Times, Destinations, etc.)	(4) # of Trips
a) PARC Workshop, Inc.	MHMR, welfare-to-work, low-income, school system, persons with disabilities	4 vans (2 accessible)	Fixed – morning and afternoon, and special arrangements the rest of the time, Monday – Friday, Patrick County	110,000 in FY06
b) Southern Area Agency on Aging (AAA) (subcontracts with 6 agencies for transportation)	60+, subcontractors transport individuals under 60 when needed	30+ (15-18 are accessible)	Fixed-route and demand-response; trips to medical, grocery, other human service agencies; Serves Franklin, Henry, Patrick and Pittsylvania Counties, and the Cities of Danville and Martinsville	
c) Piedmont Community Services	MHMR, youth and prevention, substance abuse (serves outpatient as well as in group homes and day support)	34+ (2+ accessible)	Pre-arranges trips typically morning and afternoon; service to jobs, social services, medical and church; Day Support provides trips to recreational activities; serves Franklin, Henry and Patrick Counties and the City of Martinsville	300-400 trips weekly
d) LogistiCare (serves all of VA through 7 regions)	Broker for non-emergency transportation for Medicaid; Only transports eligible Medicaid recipients and some Medicare		Reservations 24/7 by call center;	60,000 trips per week Statewide
e) Danville Transit*	General public	12	Serves City of Danville, 11 fixed routes operate M-Sat, various hours between 6:00 a.m. and 5:40 p.m., fare \$1.00; Handivan demand- response service for people with disabilities unable to use fixed-route, fare \$2.00; Reserve A Ride Bus-Taxi service for general public operates M-Sat 4-6 a.m. and 5:30 p.m.-12:45 a.m., fare \$2.00 b/w bus stops, \$3.00 for non-bus stop locations	224,588

*Not present at the workshop, information from Danville Mass Transit Website.

More detailed information regarding these providers can be found at their websites:

PARC Workshop, Inc. (Chamber of Commerce profile):
<http://www.patrickchamber.com/profile.cfm?ID=391>

Southern AAA: http://www.southernaaa.org/saaa_providers.html

Piedmont Community Services: <http://www.piedmontcsb.org/>

LogistiCare: <http://www.logisticare.com/>

Danville Transit: <http://www.danville-va.gov/departments.asp?menuid=2820&sub1menuid=2839&sub2menuid=2963>

Figure 10 portrays the service area of public transit in the PDC. Danville Transit is the only provider that serves the general public; its System Map is included in Figure 11. While Danville Transit mainly serves Danville, LogistiCare provides service throughout the entire PDC. PARC Workshop, Inc. serves eligible residents in Patrick County. Both the Southern AAA and Piedmont Community Services are based in Martinsville and serve the Southern Virginia community.

Private Transportation Providers

In addition, several private transportation providers that provide service within the PDC were identified:

- Airport Taxico, Danville, VA
- All About Town Taxi, Martinsville, VA
- Danville Taxi, Danville, VA
- Gravely's Cab, Martinsville, VA
- Graves Medical Transports, Java, VA
- Greyhound Lines, Inc. serves Danville, VA twice daily.
- Help Mates Delivery & Transport LLC, Martinsville, VA
- Worldwide Taxi, Martinsville, VA
- Yellow Cab Co., Danville and Martinsville, VA

Figure 10. Service Area of Public Transit Providers

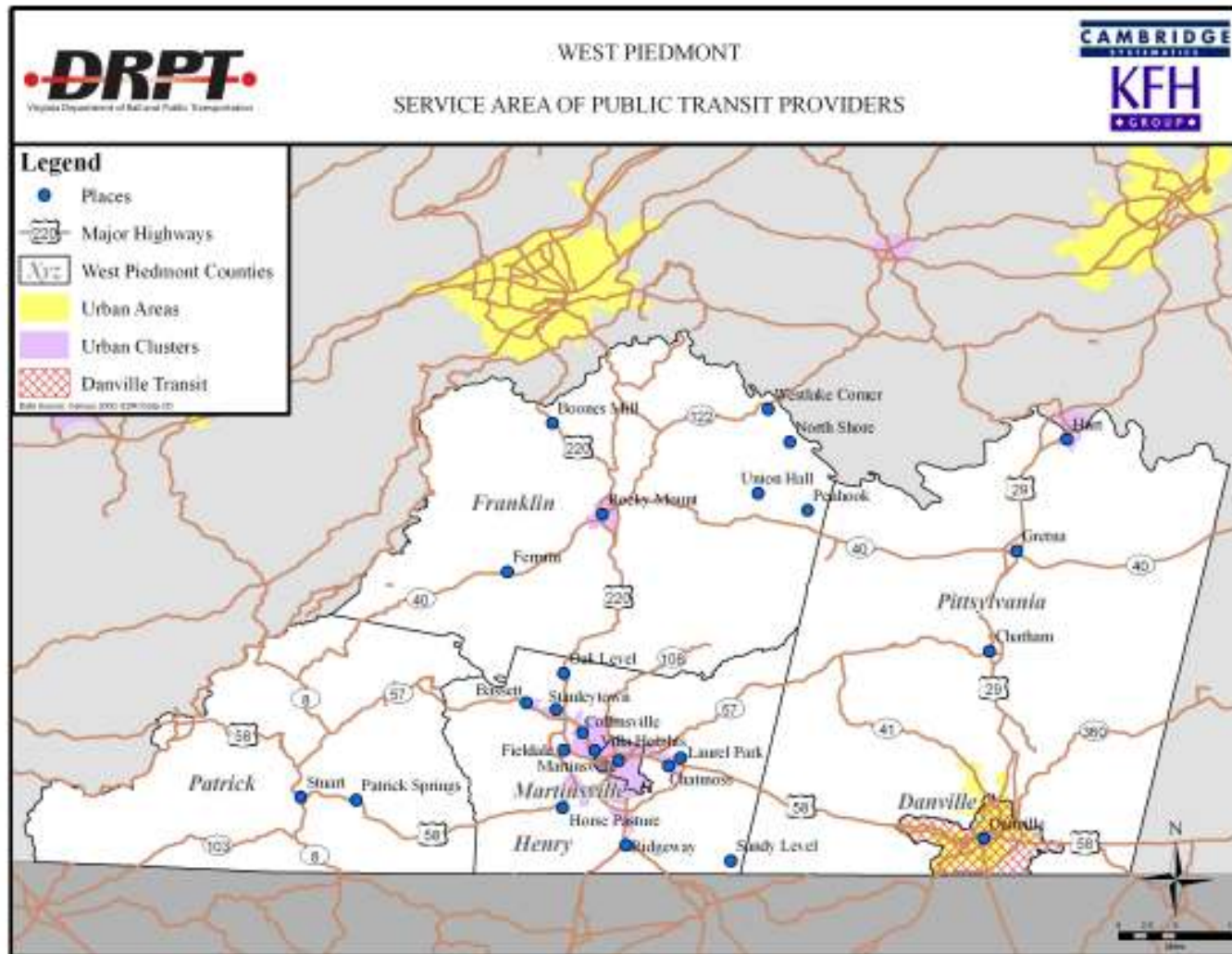
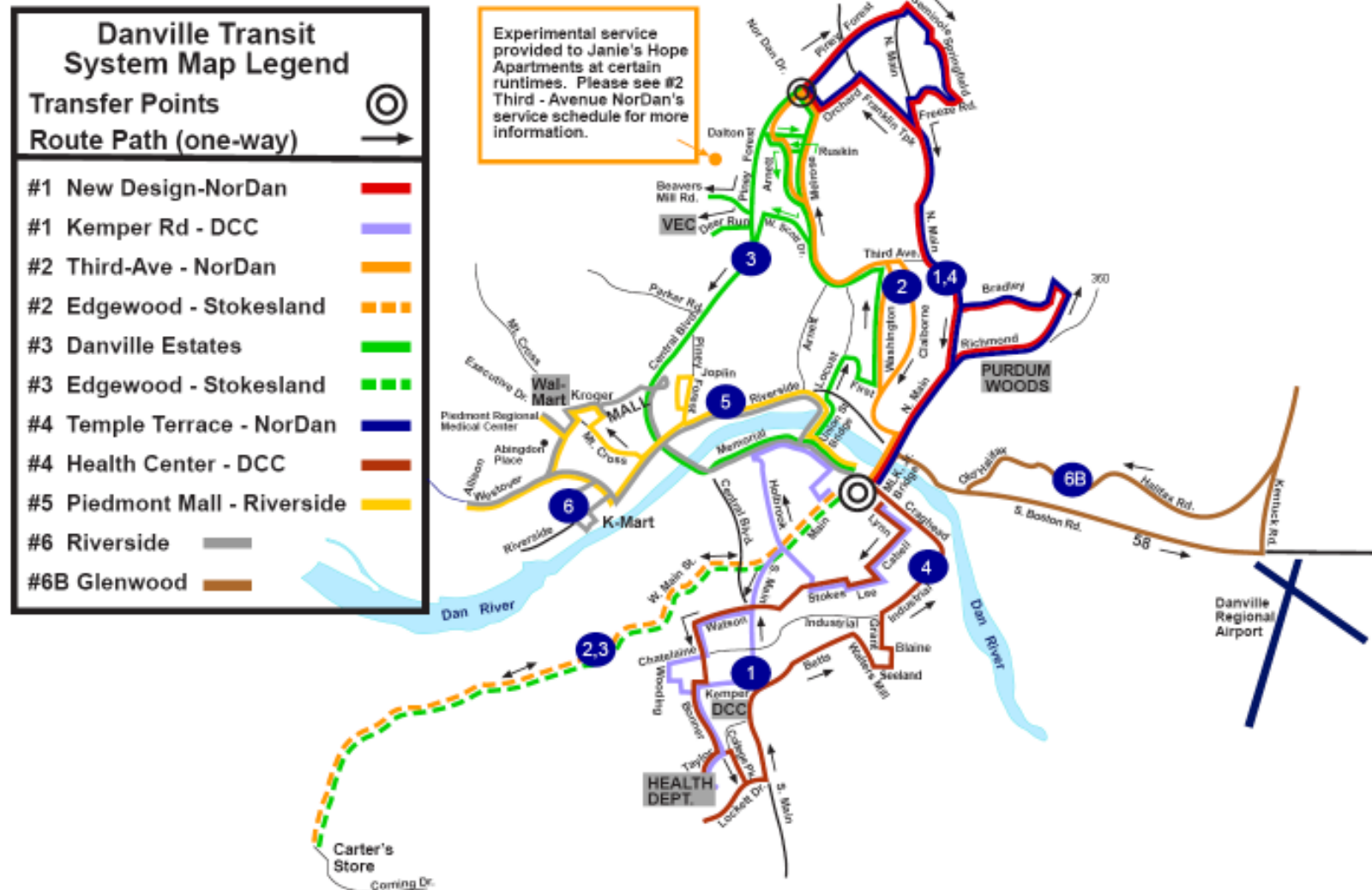


Figure 11. Danville Transit System Map



Source: Danville Transit Website, <http://www.danville-va.gov/upload/images/Transportation/Lastmap.pdf>

VII. Assessment of Unmet Transportation Needs and Gaps

An important step in completing this plan includes the identification of unmet transportation needs or service gaps. In addition to analyses based on demographics and potential destinations, local providers and key stakeholders provided input on the PDC's needs and gaps. This in-depth needs assessment provides the basis for recognizing where and how service for the region needs to be improved. In some cases, maintaining and protecting existing services is identified as a need.

At the Blacksburg workshop, representatives from the PDC 12 provided input on specific unmet transportation needs in the region. The input focused on the targeted population groups for the Section 5310, JARC, and New Freedom Programs (older adults, people with disabilities, and people with lower incomes). The discussion also highlighted specific need characteristics, including trip purpose, time, place/destination, information/outreach, and travel training/orientation.

The participants expressed a number of specific, prevailing needs and issues:

- Lack of Availability – More extensive service in the evenings, weekends, and additional medical trips for those who are not Medicaid eligible.
- Lack of Awareness of Available Services – Better information about transit services and programs, and how to access transit or paratransit programs.
- Affordability – Cost of transportation (both for public transportation and social service agency operated services).

The vast majority of needs identified were described as “cross-cutting” – a need of all three population groups. Unless otherwise noted, each identified need was cross-cutting:

Trip Purpose

- Expanded transportation services for dialysis treatments.
- Expanded access to job locations.

- Priority is given to medical trips, and therefore limited capacity or opportunity for social activity trips.
- Limited funding for trips not funded through the Medicaid brokerage.

Time

- Saturdays and evening services.
- Transportation that meets late night shift hours for people with low incomes and people with disabilities.
- More flexibility for scheduling transportation for medical trips.

Place/Destination

- Expanded transportation services to dialysis centers.
- Expanded transportation options for social activities.
- Limited access to medical facilities outside the county/city.

Information/Outreach

- Public relations campaign to improve image of public transit.
- Increased education for local officials who are not aware that there is a transportation need.

Travel Training/Orientation

- Expanded training for people who are not aware of all the transportation opportunities that are available and how to use them.

Other

- Limited local funding to serve as required match for funding for new services.
- Lack of accessible vehicles, especially in cases where more than one wheelchair space is needed in a vehicle.

- Lack of involvement in transportation issues at the local level.
- Concern regarding funding to sustain services after new projects are implemented.
- Need funding for human service agencies to offset costs beyond what clients can afford.
- Expanded programs flexibility to allow greater coordination between agencies.

VIII. Identified Strategies

Coupled with the need to identify service gaps is the need to identify corresponding strategies intended to address service deficiencies. Based on the assessment of demographics and potential destinations, and especially the unmet transportation needs obtained from key local stakeholders in the region, a preliminary list of strategies was generated. These "strategies" differ from specific projects in that they may not be fully defined – projects would require an agency sponsor, specific expenditures, etc. The strategies were then presented at the second workshop for input and ownership. The workshop participants determined that all of the proposed strategies were important to the region; therefore no proposed strategy was eliminated. Ultimately, 11 strategies listed below were endorsed by the workshop participants.

-
1. Continue to support and maintain capital needs of coordinated human service/public transportation providers.
 2. Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.
 3. Build coordination among existing public transportation and human service transportation providers.
 4. Provide targeted shuttle services to access employment opportunities.
 5. Establish a ride-sharing program for long-distance medical transportation.
 6. Implement new public transportation services or operate existing public transit services on more frequent basis.
 7. Expand outreach and information on transportation options and issues in the region.
 8. Provide flexible transportation options and more specialized or one-to-one services through expanded use of volunteers.
 9. Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.

10. Expand access to taxi services and other private transportation operators.
 11. Bring new funding partners to public transit/human service transportation.
-

IX. Priorities for Implementation and Potential Projects

Identification of priorities for implementation was based on feasibility for implementing the specific strategies. All of the strategies discussed during the second workshop that are eligible for funding from Section 5310, 5316, or 5317 programs were considered priorities. Based on this process, 11 specific strategies to meet these needs in PDC 12 were identified (as noted in Section VIII) as the priorities and included in the region's CHSM Plan.

These strategies are detailed in this section to include the multiple unmet transportation needs or issues each addresses, potential projects that correspond to each strategy, and potential funding sources through the three programs that require this coordinated plan.

While potential projects that could be implemented to fulfill these strategies are included, please note that this list is not comprehensive and other projects that meet the strategy would also be considered.

Strategy: Continue to support and maintain capital needs of coordinated human service/public transportation providers.

To implement strategies to expand mobility options for older adults, people with disabilities, and people with lower incomes in the region, maintaining and building upon the current capital infrastructure is crucial to the community transportation network. Appropriate vehicle replacement, vehicle rehabilitation, vehicle equipment improvements, and acquisition of new vehicles will help ensure the region can maintain and build upon its current public transit and human service transportation. Emphasis should be on supporting transportation providers that are coordinating services to the maximum extent possible to ensure the most efficient use of resources in the region.

Unmet Need/Issue Strategy Will Address:

- Transportation services for dialysis treatments.
- Transportation access to job locations.
- Limited funding for trips not funded through the Medicaid brokerage.
- Transportation options for social activities.

Potential Funding Sources:

- Section 5310
- New Freedom
- JARC

Potential Projects:

- Capital expenses to support the provision of coordinated transportation services to meet the special needs of older adults, people with disabilities and people with lower incomes.
- Capital needs to support new mobility management and coordination programs among public transportation providers and human service agencies providing transportation.

Strategy: Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.

The expansion of current demand-response and specialized transportation services operated in the region is a logical strategy for improving mobility for older adults, people with disabilities, and people with lower incomes. This strategy would meet multiple unmet needs and issues while taking advantage of existing organizational structures. Operating costs -- driver salaries, fuel, vehicle maintenance, etc. -- would be the primary expense for expanding services, though additional vehicles may be necessary for providing same-day transportation services or serving larger geographic areas.

Unmet Needs/Issues Strategy Will Address:

- Expanded transportation services for dialysis treatments.
- Expanded access to job locations.
- Priority is given to medical trips, and therefore limited capacity or opportunity for social activity trips.
- Limited funding for trips not funded through the Medicaid brokerage.
- Saturdays and evening services.
- Transportation that meets late night shifts hours for people with low incomes and people with disabilities.

Potential Funding Sources:

- New Freedom
- JARC
- Section 5310
- Section 5311/ Section 5311 (f)

Potential Projects:

- Expand current demand-response system to serve additional trips (within same hours of operation/service).
- Expand hours and days of current demand response system to meet additional service needs.

Strategy: Build coordination among existing public transportation and human service transportation providers.

Opportunities exist to build upon the PDC's established transportation services and improve connections between providers, such as the Southern AAA and Danville Transit. Improved coordination between public transit and human service transportation providers would expand transportation access both within and outside the region. A mobility management strategy can be employed that provides the support and resources to explore these possibilities and put into action the necessary follow-up activities.

Unmet Needs/Issues Strategy Will Address:

- Lack of accessible vehicles, especially in cases where more than one wheelchair space is needed in a vehicle.
- Expanded programs flexibility to allow greater coordination between agencies.

Potential Funding Sources:

- New Freedom
- JARC
- Section 5310
- Section 5311/ Section 5311 (f)

Potential Projects:

- Mobility manager to facilitate cooperation between transportation providers, including examining opportunities for coordination between providers with wheelchair-accessible vehicles.
- Implement voucher program through which human service agencies are reimbursed for trips provided for another agency based on pre-determined rates or contractual arrangements.

Strategy: Provide targeted shuttle services to access employment opportunities.

Limited transportation services to access employment opportunities could be addressed through the implementation of shuttle services designed around concentrated job centers. These concentrated job opportunities provide central employment destinations that could potentially be served via targeted shuttle services. Locating a critical mass of workers is the key for this strategy to be effective. This strategy may also provide a mechanism for employer partnerships.

Unmet Needs/Issues Strategy Will Address:

- Expanded access to job locations.
- Saturdays and evening services.
- Transportation that meets late night shifts hours for people with low incomes and people with disabilities

Potential Funding Sources:

- JARC

Potential Projects:

- Operating assistance to fund specifically-defined, targeted shuttle services.
- Capital assistance to purchase vehicles to provide targeted shuttle services.
- Partnership arrangements with major employers.

Strategy: Establish a ride-sharing program for long-distance medical transportation.

This strategy would use this commuter-oriented model as a basis for developing a ride-sharing program for long distance medical trips. A database of potential drivers and riders could be kept with a central “mobility manager,” who would match the trip needs with the available participating drivers. The riders would share the expenses with the drivers on a per-mile basis (i.e. similar to mileage reimbursement). This strategy could be a cost-effective way to provide long-distance medical trips without sending a human service or public transit vehicle out of the region for a day. This strategy could be implemented in conjunction with a broader mobility management program.

Unmet Needs/Issues Strategy Will Address:

- More flexibility for scheduling transportation for medical trips.
- Expanded transportation services to dialysis centers.
- Limited funding for trips not funded through the Medicaid brokerage.
- Limited access to medical facilities outside the region.

Potential Funding Sources:

- New Freedom
- Section 5311 / Section 5311(f)

Potential Projects:

- Development of a ride-share matching database that could be used to effectively match potential drivers with people who need rides.
- Development of volunteer driver program to provide long distance medical trips.

Strategy: Implement new public transportation services or operate existing public transit services on a more frequent basis.

Danville Transit is the only public transit provider in the PDC, as noted in Section VI. Public transportation services typically cover areas that have higher population densities and serve major trip destinations, as Danville Transit currently does in Danville. Therefore projects under this strategy would address expanded service frequency, hours of service, and area coverage.

Unmet Needs/Issues Strategy Will Address:

- Transportation access to job locations.
- Saturdays and evening services.

Potential Funding Sources:

- JARC
- Section 5310
- New Freedom
- Section 5307
- Section 5311 / Section 5311(f)

Potential Projects:

- Increase frequency of public transit services as possible.
- Convert demand-response services to fixed schedule or fixed route services as appropriate to meet transportation needs.

Strategy: Expand outreach and information on transportation options and issues in the region.

A greater emphasis can be placed not just on the coordination of actual services, but also on outreach and information sharing to ensure people with limited mobility are aware of the transportation services available to them. Possibilities include a more formal organizational structure for coordination, such as a mobility manager whose activities could include the promotion of available transportation services.

Unmet Needs/Issues Strategy Will Address:

- Public relations campaign to improve image of public transit.
- Increased education for local officials who are not aware that transportation needs exist.
- Lack of involvement in transportation issues at the local level.
- Concern regarding funding to sustain services after new projects are implemented.

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Implement mobility management strategy to facilitate access to transportation services, including an information clearinghouse on available public transit and human services transportation in the region and/or educate appropriate decision makers on transportation issues and efforts.

Strategy: Provide flexible transportation options and more specialized or one-to-one services through expanded use of volunteers.

A variety of transportation services are needed to meet the mobility needs of older adults, people with disabilities, and people with lower incomes in the region. Customers may need more specialized services beyond those typically provided through general public transit services, and the rural nature of the region is often not conducive for shared ride services. Therefore, the use of volunteers may offer transportation options that are difficult to provide through public transit and human service agency transportation. Volunteers can also provide a more personal and one-to-one transportation service for customers who may require additional assistance.

Unmet Needs/Issues Strategy Will Address:

- Priority is given to medical trips, and therefore limited capacity or opportunity for social activity trips.
- Limited funding for trips not funded through the Medicaid brokerage.
- Saturdays and evening services.

Potential Funding Sources:

- New Freedom

Potential Projects:

- Implement new or expand existing volunteer driver program to meet specific geographic, trip purpose, or timeframe needs.

Strategy: Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.

In addition to expanding transportation options in the region, it is important that customers, as well as caseworkers, agency staff, and medical facility personnel that work with older adults, people with disabilities, and people with low incomes, are familiar with available transportation services. Efforts can include travel training programs to help individuals use public transit services, and outreach programs to ensure people helping others with their transportation issues are aware of mobility options in the region. In addition, the demand for transportation services to dialysis treatment facilities necessitates the need for a strong dialogue between transportation providers and dialysis locations so that treatment openings and available transportation are considered simultaneously.

Unmet Needs/Issues Strategy Will Address:

- Expanded training for people who are not aware of all the transportation opportunities that are available and how to use them.

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Implement new or expand existing outreach programs that provide customers and human service agency staff with training and assistance in use of current transportation services.
- Implement mentor/advocate program to connect current riders with potential customers for training in use of services.

Strategy: Expand access to taxi services and other private transportation operators.

PDC 12 has several taxi services that are mostly based in Martinsville and Danville, which is also served by Greyhound bus, as noted in Section VI. While private transportation providers elsewhere in the region are limited, for evenings and weekends and for same-day transportation needs, these services may be the best options for area residents; albeit one that is more costly to use. By subsidizing user costs, possibly through a voucher program, there can be expanded access to taxis and other private transportation services. This approach has been employed successfully in other rural areas of the country, particularly as a means to provide people with disabilities with more flexible transportation services.

Unmet Needs/Issues Strategy Will Address:

- Need funding for human service agencies to offset costs beyond what clients can afford.
- Transportation access to job locations.
- Limited funding for trips not funded through the Medicaid brokerage.
- Transportation options for social activities.

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Implement voucher program to subsidize rides for taxi trips or trips provided by private operators.
- Purchase vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs.

Strategy: Bring new funding partners to public transit/human service transportation.

The demand for public transit-human service transportation is growing daily. One of the key obstacles the industry faces is how to pay for additional service. This strategy would meet multiple unmet needs and issues by tackling non-traditional sources of funding. Hospitals, supermarkets, and retailers who want the business of the region's riders may be willing to pay for part of the cost of transporting those riders to their sites. This approach is applicable to both medical and retail establishments already served, as well as new businesses.

Unmet Needs/Issues Strategy Will Address:

- Limited local funding to serve as required match for funding for new services.
- Lack of involvement in transportation issues at the local level.
- Concern regarding funding to sustain services after new projects are implemented.
- Need funding for human service agencies to offset costs beyond what clients can afford.

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Employer funding support programs, either directly for services and/or for local share.
- Employer sponsored transit pass programs that allow employees to ride at reduced rates.
- Partnerships with private industry, i.e. retailers and medical centers.

X. Plan Adoption Process

As noted in Section IV, participants from the regional workshops were involved throughout the planning process, and reviewed and commented on initial drafts that included the assessment of transportation services, assessment of transportation needs and gaps, and proposed strategies and potential projects. Ultimately, these coordinated planning participants formally discussed and agreed upon the identified strategies in this plan. At the third workshop, they provided a more formal endorsement through a Statement of Participation, which is included in Appendix F.

Additionally, each plan will become a section within the PDC's Regional Rural Long Range Plan (RLRP) which is required by the Virginia Department of Transportation (VDOT). The intent is a regional transportation plan in rural areas that complements those in the metropolitan areas of the State. The development and components of each RLRP will include public outreach and recommendation development, as well as public endorsement and regional adoption.

XI. Ongoing and Future Arrangements for Plan Updates

In addition to developing this coordinated public transit-human services transportation plan that fulfills the FTA requirements, DRPT will be working with the region on an ongoing structure to serve as the foundation for future coordinated transportation planning efforts.

Similar to the process for development of the CHSM Plan, this structure will be determined through input with a diverse group of stakeholders that represent transportation, aging, disability, social service, and other appropriate organizations in the region, including participants from the first two workshops. While formal responsibilities and organizational roles will be determined locally, it is anticipated that this structure will:

- Lead updates of the *Coordinated Human Service Mobility Plan* for PDC 12 based on local needs (but at the minimum FTA required cycle).
- Provide input and assist public transit and human service transportation providers in establishing priorities with regard to community transportation services.
- Review and discuss coordination strategies in the region and provide recommendations for potential improvements to help expand mobility options in the region.
- Provide input on applications for funding through the Section 5310, JARC, and New Freedom competitive selection process.

Appendix A – Final FTA Guidance on Coordinated Planning Requirements

The following excerpt is from the final guidance from the Federal Transit Administration (FTA) on the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access Reverse Commute (JARC – Section 5316) and New Freedom (Section 5317) programs. (Effective May 1, 2007)

Final Circulars: http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html

Final Register Notices: http://www.fta.dot.gov/laws/leg_reg_federal_register.html

COORDINATED PLANNING

1. THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN. Federal transit law, as amended by SAFETEA-LU, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) Initiative, provide a useful starting point for the development and implementation of the local public transit-human services transportation plan required under the Section 5310, JARC and New Freedom Programs. Many States have established UWR plans that may form a foundation for a coordinated plan that includes the required elements outlined in this chapter and meets the requirements of 49 U.S.C. 5317.
2. DEVELOPMENT OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN.
 - a. Overview. A locally developed, coordinated, public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the State, designated recipient and the metropolitan planning organization (MPO), where applicable. The agency leading the planning process is decided locally and does not have to be the designated recipient.

In urbanized areas where there are multiple designated recipients, there may be multiple plans and each designated recipient will be responsible for the competitive selection of projects in the designated recipient's area. A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services. Further, a coordinated plan must be developed through a process that includes representatives of public and

private and non-profit transportation and human services transportation providers, and participation by members of the public. Members of the public should include representatives of the targeted population(s) including individuals with disabilities, older adults, and people with low incomes. While the plan is only required in communities seeking funding under one or more of the three specified FTA programs, a coordinated plan should also incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact.

b. Required Elements. Projects competitively selected for funding shall be derived from a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:

- (1) An assessment of available services that identifies current transportation providers (public, private, and non-profit);
- (2) An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service (Note: If a community does not intend to seek funding for a particular program (Section 5310, JARC, or New Freedom), then the community is not required to include an assessment of the targeted population in its coordinated plan);
- (3) Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
- (4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Note: FTA will consider plans developed before the issuance of final program circulars to be an acceptable basis for project selection for FY 2007 if they meet minimum criteria. Plans for FY 2007 should include 1) an assessment of available services; 2) an assessment of needs; and 3) strategies to address gaps for target populations; however, FTA recognizes that initial plans may be less complex in one or more of these elements than a plan developed after the local coordinated planning process is more mature. Addendums to existing plans to include these elements will also be sufficient for FY 2007. Plans must be developed in good faith in coordination with appropriate planning partners and with opportunities for public participation.

c. Local Flexibility in the Development of a Local Coordinated Public Transit-Human Services Transportation Plan. The decision for determining which agency has the lead for the development and coordination of the planning process should be made at the State, regional, and local levels. FTA recognizes the importance of local flexibility in developing plans for human service transportation. Therefore, the lead agency for the coordinated planning process may be different from the agency that will serve as the designated

recipient. Further, FTA recognizes that many communities have conducted assessments of transportation needs and resources regarding individuals with disabilities, older adults, and/or people with low incomes. FTA also recognizes that some communities have taken steps to develop a comprehensive, coordinated, human service transportation plan either independently or through United We Ride efforts. FTA supports communities building on existing assessments, plans and action items. As all new Federal requirements must be met, however, communities may need to modify their plans or processes as necessary to meet these requirements. FTA encourages communities to consider inclusion of new partners, new outreach strategies, and new activities related to the targeted programs and populations.

Plans will vary based upon the availability of resources and the existence of populations served under these programs. A rural community may develop its plans based on perceived needs emerging from the collaboration of the planning partners, whereas a large urbanized community may use existing data sources to conduct a more formal analysis to define service gaps and identify strategies for addressing the gaps.

This type of planning is also an eligible activity under three other FTA programs—the Metropolitan Planning (Section 5303), Statewide Planning (Section 5304), and Urbanized Area Formula (Section 5307) programs, all of which may be used to supplement the limited (10 percent) planning and administration funding under this program. Other resources may also be available from other entities to fund coordinated planning activities. All “planning” activities undertaken in urbanized areas, regardless of the funding source, must be included in the Unified Planning Work Program (UPWP) of the applicable MPO.

- d. Tools and Strategies for Developing a Coordinated Plan. States and communities may approach the development of a coordinated plan in different ways. The amount of available time, staff, funding, and other resources should be considered when deciding on specific approaches. The following is a list of potential strategies for consideration.
 - (1) Community planning session. A community may choose to conduct a local planning session with a diverse group of stakeholders in the community. This session would be intended to identify needs based on personal and professional experiences, identify strategies to address the needs, and set priorities based on time, resources, and feasibility for implementation. This process can be done in one meeting or over several sessions with the same group. It is often helpful to identify a facilitator to lead this process. Also, as a means to leverage limited resources and to ensure broad exposure, this could be conducted in cooperation or coordination with the applicable metropolitan or statewide planning process.
 - (2) Self-assessment tool. *The Framework for Action: Building the Fully Coordinated Transportation System*, developed by FTA and available at www.unitedweride.gov, helps stakeholders realize a shared perspective and build a roadmap for moving forward together. The self-assessment tool focuses on a series of core elements that are represented in categories of simple diagnostic questions to help groups in States and communities

assess their progress toward transportation coordination based on standards of excellence. There is also a *Facilitator's Guide* that offers detailed advice on how to choose an existing group or construct an ad hoc group. In addition, it describes how to develop elements of a plan, such as identifying the needs of targeted populations, assessing gaps and duplications in services, and developing strategies to meet needs and coordinate services.

- (3) Focus groups. A community could choose to conduct a series of focus groups within communities that provides opportunity for greater input from a greater number of representatives, including transportation agencies, human service providers, and passengers. This information can be used to inform the needs analysis in the community. Focus groups also create an opportunity to begin an ongoing dialogue with community representatives on key issues, strategies, and plans for implementation.
- (4) Survey. The community may choose to conduct a survey to evaluate the unmet transportation needs within a community and/or available resources. Surveys can be conducted through mail, e-mail, or in-person interviews. Survey design should consider sampling, data collection strategies, analysis, and projected return rates. Surveys should be designed taking accessibility considerations into account, including alternative formats, access to the internet, literacy levels, and limited English proficiency.
- (5) Detailed study and analysis. A community may decide to conduct a complex analysis using inventories, interviews, GIS mapping, and other types of research strategies. A decision to conduct this type of analysis should take into account the amount of time and funding resources available, and communities should consider leveraging State and MPO resources for these undertakings.

3. PARTICIPATION IN THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLANNING PROCESS. Recipients shall certify that the coordinated plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers, and participation by members of the public. Note that the required participants include not only transportation providers but also providers of human services, and members of the public (e.g., individuals with disabilities, older adults, and individuals with low incomes) who can provide insights into local transportation needs. It is important that stakeholders be included in the development and implementation of the local coordinated public transit-human services transportation plan. A planning process in which stakeholders provide their opinions but have no assurance that those opinions will be considered in the outcome does not meet the requirement of 'participation.' Explicit consideration and response should be provided to public input received during the development of the coordinated plan. Stakeholders should have reasonable opportunities to be actively involved in the decision-making process at key decision points, including, but not limited to, development of the proposed coordinated plan document. The following possible strategies facilitate appropriate inclusion:

- a. Adequate Outreach to Allow for Participation. Outreach strategies and potential participants will vary from area to area. Potential outreach strategies could include notices or flyers in centers of community activity, newspaper or radio announcements, e-mail lists, website postings, and invitation letters to other government agencies, transportation providers, human services providers, and advocacy groups. Conveners should note that not all potential participants have access to the Internet and they should not rely exclusively on electronic communications. It is useful to allow many ways to participate, including in-person testimony, mail, e-mail, and teleconference. Any public meetings regarding the plan should be held in a location and time where accessible transportation services can be made available, and adequately advertised to the general public using techniques such as those listed above. Additionally, interpreters for individuals with hearing impairments and English as a second language and accessible formats (e.g., large print, Braille, electronic versions) should be provided as required by law.
- b. Participants in the Planning Process. Metropolitan and statewide planning under 49 U.S.C. 5303 and 5304 require consultation with an expansive list of stakeholders. There is significant overlap between the lists of stakeholders identified under those provisions (e.g., private providers of transportation, representatives of transit users, and representatives of individuals with disabilities) and the organizations that should be involved in preparation of the coordinated plan.

The projects selected for funding under the Section 5310 , JARC, and New Freedom Programs must be "derived from a locally developed, coordinated public transit-human services transportation plan" that was "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." The requirement for developing the local public transit-human services transportation plan is intended to improve services for people with disabilities, older adults, and individuals with low incomes. Therefore, individuals, groups and organizations representing these target populations should be invited to participate in the coordinated planning process. Consideration should be given to including groups and organizations such as the following in the coordinated planning process if present in the community:

(1) Transportation partners:

- (a) Area transportation planning agencies, including MPOs, Councils of Government (COGs), Rural Planning Organizations (RPOs), Regional Councils, Associations of Governments, State Departments of Transportation, and local governments;
- (b) Public transportation providers (including Americans with Disabilities Act (ADA) paratransit providers and agencies administering the projects funded under FTA urbanized and nonurbanized programs);
- (c) Private transportation providers, including private transportation brokers, taxi operators, van pool providers, school transportation operators, and intercity bus operators;
- (d) Non-profit transportation providers;

- (e) Past or current organizations funded under the JARC, Section 5310, and/or the New Freedom Programs; and
 - (f) Human service agencies funding, operating, and/or providing access to transportation services.
- (2) Passengers and advocates:
- (a) Existing and potential riders, including both general and targeted population passengers (individuals with disabilities, older adults, and people with low incomes);
 - (b) Protection and advocacy organizations;
 - (c) Representatives from independent living centers; and
 - (d) Advocacy organizations working on behalf of targeted populations.
- (3) Human service partners:
- (a) Agencies that administer health, employment, or other support programs for targeted populations. Examples of such agencies include but are not limited to Departments of Social/Human Services, Employment One-Stop Services; Vocational Rehabilitation, Workforce Investment Boards, Medicaid, Community Action Programs (CAP), Agency on Aging (AoA); Developmental Disability Council, Community Services Board;
 - (b) Non-profit human service provider organizations that serve the targeted populations;
 - (c) Job training and placement agencies;
 - (d) Housing agencies;
 - (e) Health care facilities; and
 - (f) Mental health agencies.
- (4) Other:
- (a) Security and emergency management agencies;
 - (b) Tribes and tribal representatives;
 - (c) Economic development organizations;
 - (d) Faith-based and community-based organizations;
 - (e) Representatives of the business community (e.g., employers);
 - (f) Appropriate local or State officials and elected officials;

(g) School districts; and

(h) Policy analysts or experts.

Note: Participation in the planning process will not bar providers (public or private) from bidding to provide services identified in the coordinated planning process. This planning process differs from the competitive selection process, and it differs from the development and issuance of a Request for Proposal (RFP) as described in the Common Grant Rule (49 CFR part 18).

- c. Levels of Participation. The suggested list of participants above does not limit participation by other groups, nor require participation by every group listed. Communities will have different types of participants depending on population and size of community, geographic location, and services provided at the local level. It is expected that planning participants will have an active role in the development, adoption, and implementation of the plan. Participation may remain low even though a good faith effort is made by the lead agency to involve passengers, representatives of public, private, and non-profit transportation and human services providers, and others. The lead agency convening the coordinated planning process should document the efforts it utilized, such as those suggested above, to solicit involvement.

In addition, Federal, State, regional, and local policy makers, providers, and advocates should consistently engage in outreach efforts that enhance the coordinated process, because it is important that all stakeholders identify the opportunities that are available in building a coordinated system. To increase participation at the local levels from human service partners, State Department of Transportation offices are encouraged to work with their partner agencies at the State level to provide information to their constituencies about the importance of partnering with human service transportation programs and the opportunities that are available through building a coordinated system.

- d. Adoption of a Plan. As a part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for adoption of the plan. A strategy for adopting the plan could also be included in the designated recipient's Program Management Plan (PMP) further described in Chapter VII.

FTA will not formally review and approve plans. The designated recipient's grant application will document the plan from which each project listed is derived, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. This may be done by citing the section of the plan or page references from which the project is derived.

4. RELATIONSHIP TO OTHER TRANSPORTATION PLANNING PROCESSES.

- a. Relationship Between the Coordinated Planning Process and the Metropolitan and Statewide Transportation Planning Processes. The coordinated plan can either be developed separately from the metropolitan and statewide transportation planning processes and then incorporated into the broader plans, or be developed as a part of the metropolitan and statewide transportation planning processes. If the coordinated plan is not prepared within the broader process, the lead agency for the coordinated plan should

ensure coordination and consistency between the coordinated planning process and metropolitan or statewide planning processes. For example, planning assumptions should not be inconsistent.

Projects identified in the coordinated planning process, and selected for FTA funding through the competitive selection process must be incorporated into both the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in urbanized areas with populations of 50,000 or more; and incorporated into the STIP for nonurbanized areas under 50,000 in population. In some areas, where the coordinated plan or competitive selection is not completed in a timeframe that coincides with the development of the TIP/STIP, the TIP/STIP amendment processes will need to be utilized to include competitively selected projects in the TIP/STIP before FTA grant award.

The lead agency developing the coordinated plan should communicate with the relevant MPOs or State planning agencies at an early stage in plan development. States with coordination programs may wish to incorporate the needs and strategies identified in local coordinated plans into statewide coordination plans.

Depending upon the structure established by local decision-makers, the coordinated planning process may or may not become an integral part of the metropolitan or statewide transportation planning processes. State and local officials should consider the fundamental differences in scope, time horizon, and level of detail between the coordinated planning process and the metropolitan and statewide transportation planning processes. However, there are important areas of overlap between the planning processes, as well. Areas of overlap represent opportunities for sharing and leveraging resources between the planning processes for such activities as: (1) needs assessments based on the distribution of targeted populations and locations of employment centers, employment-related activities, community services and activities, medical centers, housing and other destinations; (2) inventories of transportation providers/resources, levels of utilization, duplication of service and unused capacity; (3) gap analysis; (4) any eligibility restrictions; and (5) opportunities for increased coordination of transportation services. Local communities may choose the method for developing plans that best fits their needs and circumstances.

- b. Relationship Between the Requirement for Public Participation in the Coordinated Plan and the Requirement for Public Participation in Metropolitan and Statewide Transportation Planning. SAFETEA-LU strengthened the public participation requirements for metropolitan and statewide transportation planning. Title 49 U.S.C. 5303(i)(5) and 5304(f)(3), as amended by SAFETEA-LU, require MPOs and States to engage the public and stakeholder groups in preparing transportation plans, TIPs, and STIPs. "Interested parties" include, among others, affected public agencies, private providers of transportation, representatives of users of public transportation, and representatives of individuals with disabilities.

MPOs and/or States may work with the lead agency developing the coordinated plan to coordinate schedules, agendas, and strategies of the

coordinated planning process with metropolitan and statewide planning in order to minimize additional costs and avoid duplication of efforts. MPOs and States must still provide opportunities for participation when planning for transportation related activities beyond the coordinated public transit-human services transportation plan.

- c. Cycle and Duration of the Coordinated Plan. At a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). However, communities and States may update the coordinated plan to align with the competitive selection process based on needs identified at the local levels. States, MPOs, designated recipients, and public agencies that administer or operate major modes of transportation should set up a cycle that is conducive to and coordinated with the metropolitan and statewide planning processes, to ensure that selected projects are included in the TIP and STIP, to receive funds in a timely manner.
- d. Role of Transportation Providers that Receive FTA Funding Under the Urbanized and Other Than Urbanized Formula Programs in the Coordinated Planning Process. Recipients of Section 5307 and Section 5311 assistance are the “public transit” in the public transit-human services transportation plan and their participation is assumed and expected. Further, 49 U.S.C. 5307(c)(5) requires that, “Each recipient of a grant shall ensure that the proposed program of projects (POP) provides for the coordination of public transportation services ... with transportation services assisted from other United States Government sources.” In addition, 49 U.S.C. 5311(b)(2)(C)(ii) requires the Secretary of the DOT to determine that a State's Section 5311 projects “provide the maximum feasible coordination of public transportation service ... with transportation service assisted by other Federal sources.” Finally, under the Section 5311 program, States are required to expend 15 percent of the amount available to support intercity bus service. FTA expects the coordinated planning process in rural areas to take into account human service needs that require intercity transportation.

Appendix B – Mobility Management – Eligible Activities and Potential Projects

Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation is an eligible project through the Federal Transit Administration's (FTA) Section 5317 (New Freedom) and Section 5316 (Job Access and Reverse Commute – JARC) Programs. Mobility management is considered an eligible capital cost. Therefore, the federal share of eligible project costs is 80 percent (as opposed to 50 percent for operating projects).

The following excerpt on mobility management activities is included in the FTA guidance for the New Freedom and JARC Programs:

- (1) Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - (a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (b) Support for short term management activities to plan and implement coordinated services;
 - (c) The support of State and local coordination policy bodies and councils;
 - (d) The operation of transportation brokerages to coordinate providers, funding agencies and customers;

- (e) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- (f) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (g) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

A Mobility Manager can be the centerpiece of an effort to coordinate existing services to maximize efficiency and effectiveness. This entity can be designed to:

- Plan and identify needs and solutions, with an emphasis on work, school and training trips.
- Continue to seek greater efficiencies and reduce duplication through coordination.
- Coordinate and seek public and private funding – including New Freedom, JARC, and sponsorships.
- Coordinate human service transportation with workforce boards, social service agencies, etc.
- Conduct marketing efforts, developing schedules and how to ride guides.
- Serve as One Stop Information Center.
- Function as a rideshare coordinator.
- Develop a mentoring function.

Appendix C – Potential Non-DOT Federal Program Guide

Source – United We Ride website

http://www.unitedweride.gov/1_691_ENG_HTML.htm

U.S. Department of Agriculture

- [Food and Nutrition Service](#)

U.S. Department of Education

- [Office of Elementary and Secondary Education](#)
- [Office of Innovation and Improvement](#)
- [Office of Special Education and Rehabilitative Services](#)

U.S. Department of the Interior

- [Bureau of Indian Affairs](#)

U.S. Department of Health and Human Services

- [Health Resources and Services Administration](#)
- [Centers for Medicare and Medicaid Services](#)
- [Administration on Aging](#)
- [Substance Abuse and Mental Health Services](#)
- [Administration for Children and Families](#)

U.S. Department of Housing and Urban Development

U.S. Department of Labor

- [Employment Standards Administration](#)
- [Veterans' Employment and Training Service](#)
- [Employment and Training Administration](#)

U.S. Department of Veterans Affairs

- [Veterans Benefits Administration](#)
- [Veterans Health Administration](#)

Note: The individual links above may be accessed at the United We Ride Website:
www.unitedweride.gov/1_691_ENG_HTML.htm

Appendix D – Workshop Attendees

1st Workshop – PDCs 4, 5, 11 and 12

Name	Organization	Type	County/PDC	Phone	E-mail
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Leah Manning	West Piedmont PDC	PDC	PDC 12	276-638-3987	lmanning@wppdc.org
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RB "Ben" Crawford	AARP VA	HS	Montgomery	540-961-5733	Ben.Crawford@vt.edu
Carl McDaniels	AARP VA	HS	Montgomery	540-961-5733	
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Alexandra Sommers	Virginia Tech Transportation Institute (VTTI)	R	Blacksburg	540-231-1006	asommers@vtti.vt.edu
Gary Christez	Region 2000	PDC	PDC 11	434-845-3491	
Curtis Walker	Blue Ridge Independent Living Center (BRILC)	HS	PDC 5	540-342-1231	CWalker@Brilc.org
Keevie Hairston	Piedmont CSB	CSB	PDC 12	276-632-7128	khairston@piedmontcsb.org
Todd Woodall	Piedmont Community Services	CSB	Henry Co., Martinsville	632-7128	twoodall@piedmontcsb.org
Kenneth Young	Central Va AAA	AAA	PDC 11	434-386-9070	KYoung@cvaaa.com

'Type' Key:

AAA = Area Agency on Aging

CD = County Department

CSB = Community Service Board

HS = Human Services Organization

JT = Job Training Center

MPO = Metropolitan Planning Organization

PDC = Planning District Commission

PT = Public Transportation Provider (RPT = Rural)

R = Research Organization

SD = Statewide Department

2nd Workshop – PDC 12

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Pamela Pritchett	Stepping Stones, Inc.	Henry Co., Martinsville	276-638-7676	stepstone@kimbanet.com
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Name	Organization	County/PDC	Phone	E-mail
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Neil Sherman	DRPT	State	804-786-1154	Neil.sherman@drpt.virginia.gov

3rd Workshop – PDC 12

Name	Organization	Type	County/PDC	Phone	E-mail
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Anne Smith	Southern Area Agency on Aging	AAA	City of Martinsville, PDC 12	632-6442	asmith@southernaaa.org
Teresa Carter	Southern Area Agency on Aging	AAA	City of Martinsville, PDC 12	632-6442	tcarter@southernaaa.org
Brent Lynch	Franklin Co. Dept. of Aging Services	AAA	Franklin County	540-483-9238	blynch@franklinco.va.org
Pamela Pritchett	Stepping Stones, Inc.	HS	City of Martinsville	638-3987	stepstone@kimbanet.com
Joan Hullett	West Piedmont PDC	PDC	PDC 12	638-3987	jhullett@wppdc.org
Bob Dowd	West Piedmont PDC	PDC	PDC 12	638-3987	rdowd@wppdc.org
Leah Manning	West Piedmont PDC	PDC	PDC 12	638-3987	lmanning@wppdc.org
Janie Carter	Henry – Martinsville DSS	HS	PDC 12	656-4355	Jwc089@dss.state.va.us
Ronda Handy	Henry – Martinsville DSS	HS	PDC 12	656-4358	Rqh089@piedmont.dss.state.va.us
Katherine Milam	Danville – Pittsylvania Community Services	CSB	City of Danville and Pittsylvania County	434-799-0456 x3064	mholley@dpcs.org
Neil Sherman	DRPT	SD		804-786-1154	neil.sherman@drpt.virginia.gov

Appendix E – Demographics of Potentially Transit Dependent Persons

West Piedmont (PDC 12)

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Square Miles)	Households	Population	Population Density (Persons/ SqMi)	Elderly	Mobility Disabled	Below Poverty	Autoless Households
510670201001	Franklin	19.9	2,226	2,670	134.5	896	131	65	29
510670201002	Franklin	10.1	719	1,099	108.6	261	86	61	38
510670201003	Franklin	29.2	1,811	2,150	73.6	545	94	171	17
510670202001	Franklin	20.2	612	1,482	73.4	228	129	124	38
510670202002	Franklin	11.8	566	1,295	109.8	244	99	135	41
510670202003	Franklin	17.8	817	1,894	106.4	283	148	232	62
510670203001	Franklin	30.7	1,030	2,393	77.8	381	153	162	46
510670203002	Franklin	31.1	1,114	2,459	79.1	458	98	101	39
510670204001	Franklin	19.4	671	1,551	79.9	288	131	127	36
510670204002	Franklin	19.4	815	1,945	100.2	329	141	129	24
510670204003	Franklin	4.7	453	978	207.7	232	81	100	30
510670205001	Franklin	49.2	806	1,800	36.6	369	121	169	65
510670205002	Franklin	47.4	793	1,902	40.1	300	153	112	52
510670205003	Franklin	25.1	670	1,672	66.5	296	259	320	21
510670205004	Franklin	11.3	678	1,651	146.4	270	57	60	18
510670206001	Franklin	45.5	532	1,692	37.2	195	47	110	0
510670206002	Franklin	42.1	827	1,361	32.4	262	151	130	56
510670207001	Franklin	19.2	738	1,808	94.0	298	108	131	28
510670207002	Franklin	21.8	543	1,167	53.4	199	36	129	16
510670207003	Franklin	22.1	525	1,211	54.8	188	45	146	7
510670207004	Franklin	15.3	476	1,056	68.8	217	79	167	23
510670208001	Franklin	1.5	360	697	451.6	229	117	62	74
510670208002	Franklin	6.0	599	1,397	232.9	227	69	335	85
510670208003	Franklin	0.7	540	1,203	1,638.4	404	188	49	64
510670208004	Franklin	1.4	471	1,169	806.8	270	66	283	80
510670208005	Franklin	6.5	729	1,719	262.7	416	145	135	16
510670209001	Franklin	42.5	522	1,169	27.5	215	69	150	39
510670209002	Franklin	26.1	779	1,817	69.6	267	144	253	81
510670209003	Franklin	48.5	770	1,725	35.6	289	120	204	19
510670209004	Franklin	45.3	525	1,154	25.5	223	54	129	16
510890101001	Henry	2.1	1,084	2,247	1,068.4	508	182	190	76
510890101002	Henry	0.7	586	1,183	1,796.3	173	96	152	58
510890101003	Henry	1.8	364	710	384.5	130	49	111	27
510890102001	Henry	3.3	371	861	259.8	205	38	96	30
510890102002	Henry	3.5	1,648	3,529	996.0	857	261	247	125
510890102003	Henry	1.2	453	1,063	854.4	212	87	184	55
510890103001	Henry	19.3	412	871	45.1	156	86	144	33
510890103002	Henry	6.4	865	1,884	294.8	413	186	147	27
510890103003	Henry	2.8	227	561	202.2	90	32	16	0
510890103004	Henry	2.3	573	1,320	583.8	161	103	87	51
510890103005	Henry	4.8	453	1,128	234.8	226	47	46	0
510890104001	Henry	39.8	538	1,278	32.1	228	113	127	42
510890104002	Henry	19.0	437	1,030	54.3	152	93	86	16
510890104003	Henry	8.8	631	1,567	178.6	230	199	252	82
510890105001	Henry	19.8	649	1,595	80.5	270	99	142	44
510890105002	Henry	22.4	789	1,760	78.7	278	155	140	64
510890105003	Henry	16.3	484	1,163	71.2	221	202	186	95
510890106001	Henry	4.6	366	760	165.2	151	88	31	42
510890106002	Henry	1.1	256	488	433.7	124	83	114	7
510890106003	Henry	2.6	750	1,595	603.1	287	248	299	61
510890106004	Henry	3.5	497	1,074	311.2	320	107	97	44
510890106005	Henry	3.7	701	1,685	453.1	307	195	176	48
510890106006	Henry	7.5	650	1,477	197.1	225	200	173	28

West Piedmont (PDC 12)

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Square Miles)	Households	Population	Population Density (Persons/ SqMi)	Elderly	Mobility Disabled	Below Poverty	Autoless Households
510890107001	Henry	5.1	558	1,237	242.5	306	174	123	25
510890107002	Henry	15.3	303	648	42.3	151	105	33	24
510890107003	Henry	9.7	275	598	61.6	108	56	93	64
510890107004	Henry	25.5	565	1,226	48.1	254	153	107	51
510890108001	Henry	1.9	399	768	414.6	230	107	144	37
510890108002	Henry	6.8	455	1,256	183.8	180	148	248	81
510890108003	Henry	3.7	486	1,125	304.2	242	164	100	17
510890109001	Henry	9.9	638	1,390	140.8	266	113	184	57
510890109002	Henry	19.1	708	1,521	79.7	352	134	172	41
510890110001	Henry	15.7	1,483	3,462	220.6	693	404	503	91
510890110002	Henry	11.5	955	2,222	192.7	425	239	215	67
510890111001	Henry	3.9	1,008	2,102	535.7	602	232	375	127
510890111002	Henry	4.5	357	838	186.7	250	79	60	33
510890112001	Henry	4.0	458	1,022	256.1	209	108	255	58
510890112002	Henry	11.8	1,436	3,296	280.5	621	267	422	136
510890113001	Henry	21.6	1,162	2,540	117.3	563	203	129	50
510890113002	Henry	15.0	891	1,850	122.9	467	189	273	71
511410301001	Patrick	56.1	713	1,403	25.0	243	88	152	47
511410301002	Patrick	44.0	648	1,228	27.9	297	232	124	55
511410301003	Patrick	48.7	831	1,464	30.0	382	228	164	73
511410301004	Patrick	24.1	361	612	25.4	153	62	71	24
511410301005	Patrick	0.5	421	776	1,415.6	196	73	218	81
511410302001	Patrick	28.0	438	708	25.3	202	86	115	40
511410302002	Patrick	31.4	795	1,219	38.9	278	83	151	56
511410302003	Patrick	19.8	596	1,238	62.6	247	159	171	33
511410302004	Patrick	17.0	342	697	40.9	146	45	134	39
511410302005	Patrick	60.7	660	1,245	20.5	299	168	116	62
511410302006	Patrick	30.4	702	1,450	47.7	273	170	187	40
511410303001	Patrick	28.4	668	1,443	50.9	240	131	177	19
511410303002	Patrick	11.2	739	1,610	143.9	330	184	242	68
511410303003	Patrick	11.6	443	1,139	98.4	421	41	167	19
511410303004	Patrick	18.7	498	1,039	55.5	235	134	76	32
511410303005	Patrick	26.5	440	870	32.8	190	53	67	16
511410303006	Patrick	25.9	528	1,266	48.9	196	77	240	30
511430101001	Pittsylvania	49.6	510	1,231	24.8	229	141	149	71
511430101002	Pittsylvania	44.7	684	1,452	32.5	343	52	149	37
511430101003	Pittsylvania	27.3	675	1,482	54.2	308	116	157	44
511430102001	Pittsylvania	15.3	1,229	2,638	172.8	646	250	296	102
511430102002	Pittsylvania	19.9	889	2,041	102.4	361	129	320	71
511430103001	Pittsylvania	54.1	1,231	2,653	49.0	475	320	353	92
511430103002	Pittsylvania	35.0	940	789	22.6	219	97	95	25
511430103003	Pittsylvania	29.0	346	788	27.1	170	51	96	24
511430104001	Pittsylvania	47.0	571	1,154	24.6	245	110	121	60
511430104002	Pittsylvania	20.8	302	659	31.6	125	85	149	15
511430104003	Pittsylvania	49.6	961	2,063	41.6	360	168	238	32
511430105001	Pittsylvania	24.4	545	1,158	47.5	299	133	173	73
511430105002	Pittsylvania	4.3	875	1,889	439.4	491	164	274	121
511430105003	Pittsylvania	35.8	822	1,830	51.1	422	293	348	49
511430106001	Pittsylvania	2.5	630	1,161	466.5	359	114	241	99
511430106002	Pittsylvania	36.1	905	1,948	53.9	556	224	178	51
511430107001	Pittsylvania	58.3	435	914	15.7	230	139	169	46
511430107002	Pittsylvania	47.9	642	1,158	24.2	183	97	229	26
511430108001	Pittsylvania	11.0	597	1,499	135.7	257	140	260	19
511430108002	Pittsylvania	48.0	912	2,118	44.1	341	245	265	47
511430108003	Pittsylvania	36.8	895	2,162	58.8	285	234	220	57
511430108004	Pittsylvania	16.1	829	1,884	117.2	371	83	143	31
511430108005	Pittsylvania	8.1	324	679	83.9	145	83	34	8
511430109001	Pittsylvania	23.9	405	924	38.7	159	53	77	25

West Piedmont (PDC 12)

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Square Miles)	Households	Population	Population Density (Persons/SqMi)	Elderly	Mobility Disabled	Below Poverty	Autoless Households
511430109002	Pittsylvania	30.9	747	1,684	54.5	344	89	111	26
511430110001	Pittsylvania	24.5	1,107	2,747	112.2	439	204	217	42
511430110002	Pittsylvania	31.6	998	2,369	75.1	356	225	310	93
511430110003	Pittsylvania	10.5	407	986	93.8	178	71	115	22
511430110004	Pittsylvania	11.3	662	1,487	131.7	241	171	125	26
511430110005	Pittsylvania	7.2	339	840	117.4	154	102	138	15
511430111001	Pittsylvania	20.8	654	1,473	70.8	250	106	149	22
511430111002	Pittsylvania	31.7	677	1,563	49.3	314	267	294	62
511430112001	Pittsylvania	5.6	412	872	156.9	202	141	78	15
511430112002	Pittsylvania	10.0	420	907	90.6	201	112	93	16
511430112003	Pittsylvania	4.4	357	676	153.2	143	74	79	37
511430113001	Pittsylvania	4.3	661	1,725	403.1	210	64	144	46
511430113002	Pittsylvania	3.3	735	1,640	494.4	335	126	88	48
511430113003	Pittsylvania	8.1	983	2,437	299.3	316	169	172	34
511430114001	Pittsylvania	4.2	634	1,492	359.4	247	115	66	39
511430114002	Pittsylvania	12.2	739	1,850	151.6	303	172	150	12
511430114003	Pittsylvania	4.7	325	723	154.9	151	139	154	28
515900001001	Danville city	0.6	941	2,211	3,450.7	340	175	284	96
515900001002	Danville city	0.7	886	1,849	2,834.4	630	144	80	50
515900001003	Danville city	0.3	383	764	2,882.7	316	52	67	11
515900001004	Danville city	0.5	585	1,171	2,589.3	217	66	94	46
515900002001	Danville city	0.6	588	1,170	1,872.7	300	109	201	68
515900002002	Danville city	0.9	764	1,571	1,714.5	423	59	184	79
515900002003	Danville city	0.6	685	1,512	2,447.9	697	102	105	97
515900003001	Danville city	0.3	552	1,045	3,396.8	323	179	93	46
515900003002	Danville city	0.3	630	1,413	4,556.5	293	142	495	110
515900003003	Danville city	0.5	818	1,791	3,299.5	379	216	535	217
515900004001	Danville city	0.4	767	1,561	4,187.9	265	127	643	248
515900004002	Danville city	0.6	490	1,023	1,791.3	189	204	427	98
515900004003	Danville city	0.2	311	635	2,864.0	112	55	260	99
515900004004	Danville city	1.4	476	1,326	959.4	578	162	303	112
515900005001	Danville city	0.2	424	505	2,268.0	158	85	203	215
515900005002	Danville city	0.7	264	614	941.6	152	74	129	113
515900006001	Danville city	0.2	349	772	3,665.3	174	104	292	103
515900006002	Danville city	0.2	601	993	4,309.5	185	147	209	135
515900006003	Danville city	0.2	683	1,296	5,511.3	309	193	464	166
515900006004	Danville city	0.1	344	870	6,701.7	135	102	397	107
515900007001	Danville city	0.5	518	1,164	2,431.6	296	96	79	39
515900007002	Danville city	0.9	545	1,003	1,092.3	334	140	54	68
515900007003	Danville city	0.3	678	1,315	4,043.1	242	90	179	56
515900008001	Danville city	1.6	322	575	362.5	170	42	48	33
515900008002	Danville city	0.7	624	1,535	2,063.6	309	175	314	46
515900008003	Danville city	1.1	514	1,108	1,003.7	328	111	81	57
515900009001	Danville city	1.5	985	1,982	1,351.2	417	221	309	75
515900009002	Danville city	1.2	603	1,259	1,011.5	299	101	133	96
515900009003	Danville city	0.4	280	640	1,524.3	153	79	141	33
515900010001	Danville city	0.8	1,091	2,293	2,933.1	290	188	945	346
515900010002	Danville city	0.6	826	1,703	2,774.0	469	170	174	83
515900011001	Danville city	0.2	282	476	2,022.2	74	99	248	91
515900011002	Danville city	0.2	225	452	1,835.5	158	98	129	58
515900011003	Danville city	1.0	409	821	810.0	255	88	49	32
515900012001	Danville city	3.7	275	664	177.8	164	6	54	6
515900012002	Danville city	3.1	524	1,164	380.3	180	106	189	49
515900013001	Danville city	8.3	1,299	2,830	342.0	568	326	446	126
515900014001	Danville city	3.6	793	1,708	471.7	379	167	225	46
515900014002	Danville city	3.6	774	1,627	447.8	479	96	107	18
516900001001	Martinsville city	0.5	553	1,162	2,326.8	271	72	90	46
516900001002	Martinsville city	0.3	203	430	1,327.2	89	21	88	4

West Piedmont (PDC 12)

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Square Miles)	Households	Population	Population Density (Persons/ SqMi)	Elderly	Mobility Disabled	Below Poverty	Autoless Households
516900001003	Martinsville city	1.3	256	584	443.2	91	59	100	23
516900001004	Martinsville city	0.8	619	1,496	1,772.7	550	122	202	97
516900002001	Martinsville city	0.9	335	744	802.5	198	84	138	73
516900002002	Martinsville city	0.2	202	398	2,135.6	100	57	325	86
516900002003	Martinsville city	0.6	398	970	1,714.2	164	178	362	95
516900002004	Martinsville city	0.3	387	767	2,761.2	254	104	149	98
516900003001	Martinsville city	0.7	628	1,195	1,615.9	386	133	173	121
516900003002	Martinsville city	0.5	439	833	1,800.9	169	117	132	94
516900003003	Martinsville city	0.3	439	832	2,887.2	181	71	120	21
516900004001	Martinsville city	0.8	609	1,270	1,573.8	275	141	381	69
516900004002	Martinsville city	0.3	334	690	2,696.9	156	80	137	57
516900004003	Martinsville city	0.6	401	881	1,421.8	155	59	225	43
516900005001	Martinsville city	0.5	406	860	1,637.9	275	61	24	7
516900005002	Martinsville city	0.7	302	702	1,036.2	145	12	123	5
516900005003	Martinsville city	0.9	433	928	991.2	283	50	70	15
516900005004	Martinsville city	0.7	305	674	960.0	197	70	0	0
		2,582.4	116,829	250,195	144,686.8	53,091	23,412	33,157	10,315

Appendix F – Statement of Participation

Requested Action

In order to meet the spirit and intent of the SAFETEA-LU legislation and the *Final FTA Guidance on Coordinated Planning Requirements*, workshop participants representing the 21 PDCs are requested to affirm that they have been involved in the coordinated planning process for their region and endorse the output of that involvement, as captured by their local CHSM Plan.

Statement of Participation

As a participant and/or stakeholder in the coordinated planning process in the Commonwealth of Virginia for human service and public transportation, I have been invited to participate and provide input into the CHSM Plan for my region. I acknowledge that this CHSM Plan is a legitimate representation of my region's needs, gaps, strategies, and potential projects that will support future funding applications under the Section 5310, S. 5316, and S. 5317 Programs.

Participating Agency (Please sign your Agency Name only)

- Friendship Industries, Inc.
- Southern Area Agency on Aging
- Franklin County Department of Aging Services
- Stepping Stones
- West Piedmont Planning District Commission
- Henry – Martinsville Department of Social Services
- Danville – Pittsylvania Community Services